CYCLE NEWS®

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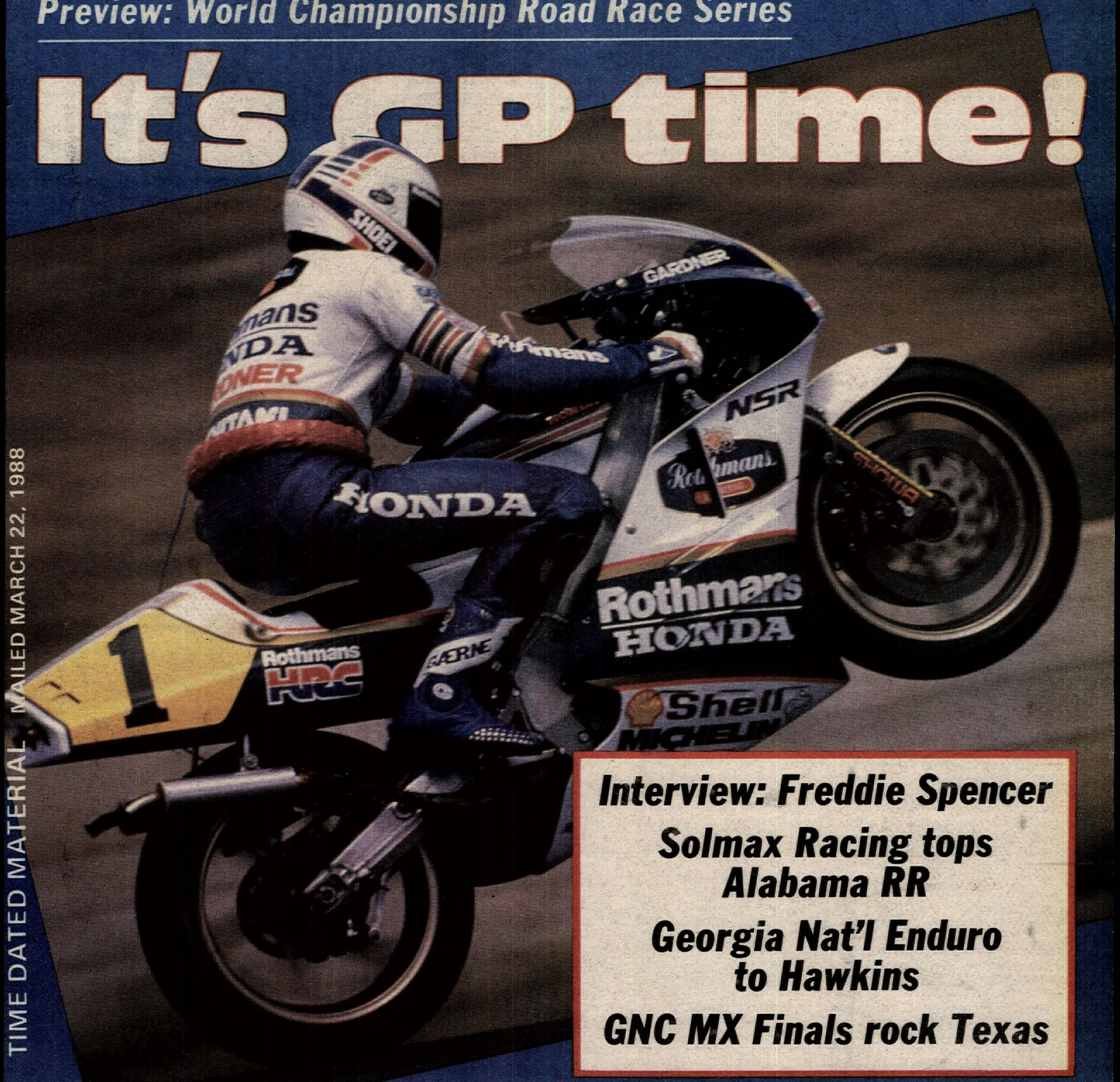
Preview: World Championship Road Race Series

It's GP time!



Interview: Freddie Spencer

Solmax Racing tops Alabama RR

Georgia Nat'l Enduro to Hawkins

GNC MX Finals rock Texas

TIME DATED MATERIAL • MAILED MARCH 22, 1988

America's weekly motorcycle newspaper

In the WIND
BY PAPA WEALEY

Drag race ace Terry Vance (Suz) turned in a 7.987 sec., 165.01 mph run to top John Mafaro (Suz) and his 8.096/155.49 in the Pro Stock final at the opening round of the NHRA Castrol Motorcycle Championship Series, the Gatornationals, at Florida's Gainesville Raceway, March 20. Records fell during the meet as Mafaro broke Vance's E.T. record, establishing the new record of 7.892, and Dave Schultz (Kaw), who red lighted against Vance in an elimination round, broke Vance's mph record, going into the record book with a 167.97.

The midway known as Manufacturer's Row at Monterey, California's Laguna Seca Raceway will be bigger than ever over the U.S. GP weekend, April 8-9-10. You're invited to stop by the *Cycle News* booth to preview our new magazine, *Motorcycle Road Racer Illustrated,* that will be mailed to subscribers and hit the newsstands a few weeks after the checkered flag waves at Laguna Seca. Free stickies and a road race poster will be distributed, and you can take advantage of our special charter subscription offer right on the spot.

The American Motorcyclist Association will also be exhibiting on Manufacturer's Row at Laguna Seca. Join the AMA or renew your membership at Laguna Seca and you'll get a four-color bandana, commemorating the World Championship Road Race. If your membership is current, get your bandana by making a contribution to the AMA Legislative Supporter Program. And by all means, check out the AMA's checkered flag shorts, too!

As U.S. GP fever mounts, so do reports of large groups making plans to be at Laguna Seca. Solo Moto, Spain's weekly motorcycle newspaper, signed up 40 enthusiasts for a tour that includes visits to Los Angeles and San Francisco in addition to the GP. And Roy's Cycle World of Kingston, Ontario, Canada, has chartered a plane to wing 50 enthusiasts to Monterey for the GP weekend.

Freddie Spencer, the three-time World Champion who announced his retirement from motorcycle road racing just last week (see Spencer interview beginning on page 10), will be the color commentator for NBC-TV's delayed telecast of the Laguna Seca 500cc GP which airs on Sunday, April 17.

We asked Freddie Spencer how much money he was walking away from by hanging up his leathers and he said, "A top-ranked 500cc GP rider can make between $750,000 and $1,000,000 a year in salary and bonuses, helmet and leathers contracts, and various endorsements." Spencer estimates World Champion Wayne Gardner receives $400,000 in salary alone from Honda.

Three-time World Champion Kenny Roberts, who Spencer topped by two points for the 1983 World Championship title, had the following to say about Spencer's retirement: "If he's not there physically or mentally, it's better that he retires, but only he can be a judge of that. I'm glad to see it because the excuses were wearing everybody down, but it took me by surprise because of the training he did in the off-season — something he should have been doing earlier in his career. I also found it odd that he retired after signing again with Rothmans." Two-time World Champion Eddie Lawson said, "I think that we all know when it's time to retire. No one can tell you; you're the only one who knows and if he feels it's time then he should. There's no use going out there and trying to do it when your heart isn't in it."

Victory Sports, promoters of MX events at Blountville, Tennessee's Muddy Creek Raceway, has signed a multi-year contract with the Dallas Ricker Sports Complex to build a motocross park and to promote MX and hare scrambles races on the 500-acre complex. The Dallas Ricker Sports Complex is located approximatley 25 miles west of Muddy Creek on I-81. According to Sam Gammon, president of Victory Sports, the tracks will host a MX Mega Series and a state championship hare scrambles series later this year. For more information, call 715/323-5497.

Darwin Doll, president of Sonoma, California's Sears Point International Raceway, has accepted a position on the board of directors for the Sonoma Valley Hospital Foundation, a non-profit organization dedicated to fund raising for special equipment for the Sonoma Valley Hospital. Last year Doll was responsible for helping to raise more than $10,000 for the Sonoma County Chapter of the California Special Olympics through a Camel Pro Series road race at Sears Point.

Overall series results for the Plus 30 class were left out of our coverage of the Florida Amateur Triple Crown of Motocross. Jeff Steinrock (Hon) was the series champ, Jeff Hughes (Kaw) the runner-up and Tom McShane (Hon) third overall in the series.

Comedian Jay Leno, who often cohosts Johnny Carson's Tonight Show, spoke to members of the American Coalition of Outdoor Recreation Publishers (ACORP — a motorcycle/ATV press group) during a March 15 luncheon in Hollywood, California. Leno spoke of his recent encounter with Assemblyman Richard Floyd (D-Gardena), author of a bill that would require motorcyclists in California to wear helmets. Leno said he phoned Floyd repeatedly to protest the bill, but was verbally abused by Floyd with vulgar language each time he attempted to voice his opinion. Leno, who is opposed to AB36 because he feels it is a violation of personal civil liberties, chided Floyd for using Evel Knievel to represent motorcyclists during 1987 assembly hearings on the bill. "That's like getting Gomer Pyle to represent actors," the comedian said. Leno, an avid motorcyclist, rode to the meeting on a new Ducati Limited Edition Paso 750.

A public meeting to discuss present and future off-highway vehicle use in the Bureau of Land Management's Clear Creek Management Area will be held March 31 in San Jose, California. BLM representatives will discuss current OHV management programs in the Clear Creek area, proposed OHV "Green Sticker" grant projects and other OHV issues. The BLM encourages all interested off-road riders to attend. The 50,350-acre Clear Creek Management Area is located in San Benito and Fresno counties, about 55 miles south of Hollister. The meeting will be held from 7:00 p.m. to 9:00 p.m. at the Burroughs/Unisys Facility, 1980 Zanker Road (at the corner of Brokaw and Zanker) in San Jose.

(Continued to page 47)

Key committee okays California helmet proposal

SACRAMENTO, CA, MAR. 15

After more than 20 years of trying, mandatory helmet use proponents in California could be on the verge of having their way with motorcyclists in the Golden State.

Reversing a decision they made last year, members of the California Senate Transportation Committee voted 7-3 today to approve AB36, a mandatory helmet bill introduced in 1987 by Assemblyman Richard Floyd (D-Gardena).

The proposal, which cleared the Assembly late last year, needed at least seven votes to successfully exit the senate committee; it just made it.

"Now we're on the way and expect to see it on the governor's desk," a happy Floyd reportedly said after the meeting.

The bill will be heard next in the Senate Appropriations Committee where its approval is virtually assured, according to state capitol sources. The measure has not been scheduled for hearings.

If the bill clears its final committee test, it will go before the full senate for a vote. If approved, it will be forwarded to Governor George Deukmejian who could sign the bill into law. Since the bill's introduction in early 1987, Deukemejian has refused to take a position on the measure. If the governor does sign AB36 into law, first offenses will cost violaters a $100 fine.

According to AMA Vice President of Government Relations Rob Rasor, who was present for the vote, Floyd probably will attempt to push the bill through the senate as quickly as possible.

"A vote (in appropriations) could come next week, but it's more likely it won't be for another week or so," Rasor said.

The Transportation Committee rejected AB36 in a vote last June, but agreed the following day to reconsider its action during the 1988 legislative session.

During senate hearings in June, opponents and proponents of the bill testified heatedly before the committee; the 13-member panel voted today without hearing additional testimony.

"There was no testimony," Rasor said. "The committee made it clear they would be no testimony and they would tolerate no demonstration by opponents or proponents."

The seven senators who voted for the bill were Marian Bergeson (R-Newport Beach), Gary Hart (D-Woodland Hills), Quentin Kopp (I-South San Francisco), Dan McCorquodale (D-San Jose), Rebecca Morgan (R-Menlo Park), John Seymour (R-Anaheim) and Cecil Green (D-Cypress).

Senators voting "no" included Chairman Wadie Deddeh (D-Chula Vista), Jim Ellis (R-El Cajon) and Newton Russell (R-Glendale).

Senators Robert Beverly (R-Redondo Beach) and Alan Robbins (D-Van Nuys) were present but did not vote. Senator Rose Ann Vuich (D-Fresno) was absent. •

Thompson, wife shot to death

LONG BEACH, CA, MAR. 21

Super Crown of Stadium Motocross promoter Mickey Thompson, 59, and his wife Trudy, 42, were gunned down March 16 on the front lawn of their elegant southern California home in a killing Los Angeles County Sheriff's deputies described as a gangland-style execution.

Thompson and his wife each were shot several times in the upper torso about 6:00 a.m. as they left their hillside home just outside the gates of Bradbury, a posh, high-security community in the San Gabriel Valley, north of Los Angeles. When they were killed, the Thompsons were on their way to work at the offices of their Anaheim-based promotion company, Mickey Thompson Entertainment Group (MTEG).

"It was a double homicide, an assassination," said Deputy Richard Dinsmoore shortly after authorities pronounced the Thompsons dead at the scene.

The type of weapons used in the killings, probably handguns, was not disclosed. When deputies arrived, the house was locked and its contents were undisturbed.

Neighbors said they saw two black men fleeing the scene on bicycles shortly after the shootings and deputies said a white man, who was seen riding a bicycle near the Thompson home the morning of the ambush, abandoned the bicycle at a bus stop in the nearby city of Irwindale about 7:00 a.m. and, "desperately tried to flag down passing motorists."

The man either succeeded in getting a ride or boarded a bus. Deputies, who recovered the bicycle, still are searching for the suspects, but have few leads and have determined no motive for the slayings.

Although the murders will seriously impact Mickey Thompson Entertainment Group, they will not mean the end of Thompson's promotion company, according to MTEG Vice President Bill Marcel.

"Long before (the) tragedy, Mickey had planned to step back from the day-to-day operations so that he and Trudy could enjoy some time together away from the business," Marcel said.

"He had already developed a five-year plan, assembled the staff he wanted and already set the course for the company's future," said Marcel. "He and Trudy had planned to start taking it easy right after his (60th) birthday, which is December 7.

"According to those plans, the Mickey Thompson Entertainment Group will continue," Marcel said. "The 1988 racing season is already in place and unfolding on schedule, and long-range plans for 1989 are either completed in many cases or close to being completed in others."

Thompson, who began promoting the successful Mickey Thompson Off-Road Championship Gran Prix (MTGP) Series in 1983 — a series which included motorcycle, ATV and off-road automobile racing in stadiums throughout the United

(Continued to page 47)

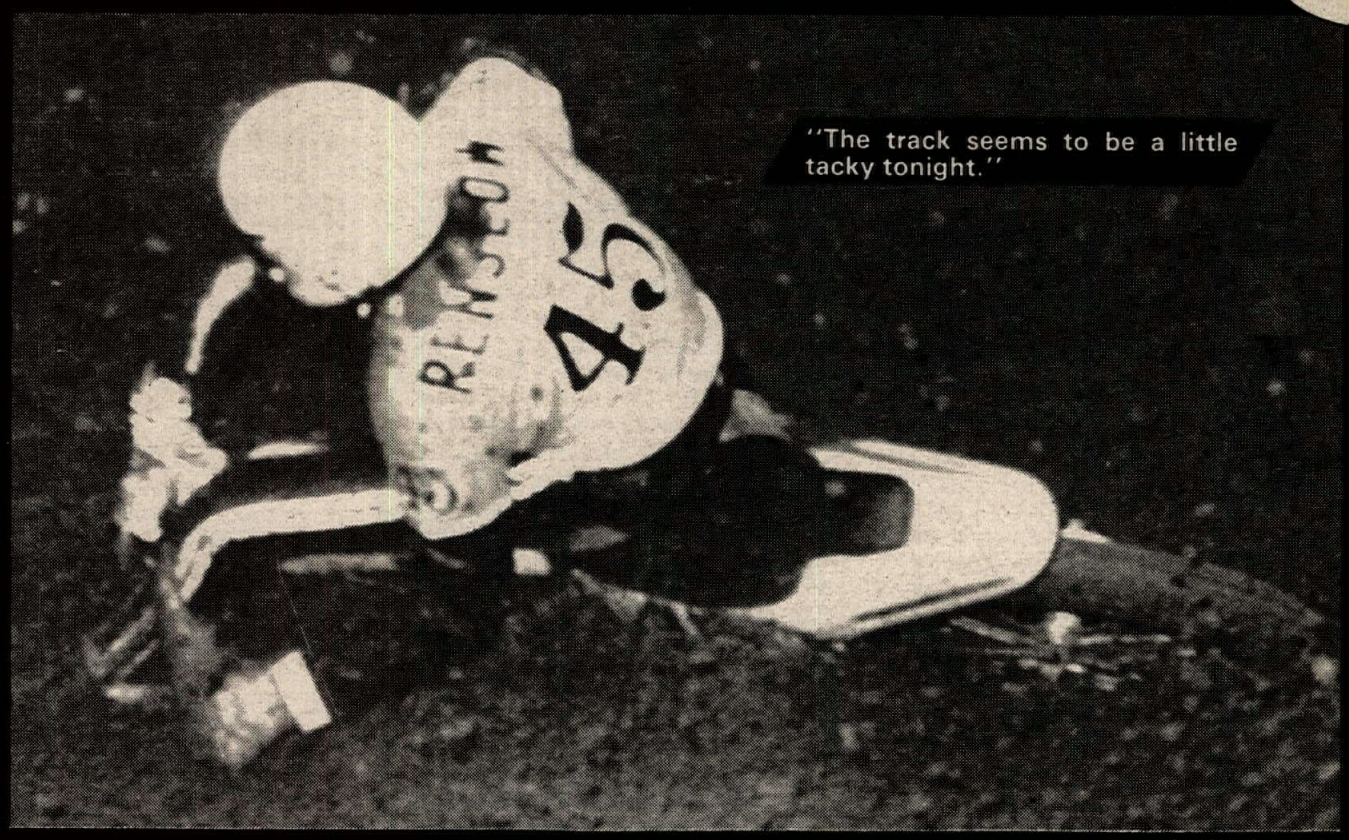
CYCLE dreams

That there was a local Rent-A-Ride offering a tour on anything I wanted to try.

All the new motorcycles were fresh in the stores; the ads were full of them. Horsepower, Claimed Dry Weight, Stopping Time, Quarter Miles, the info was there in black-&-white and four-color. Except for one vital detail: "Would I like this one, or that?" But a dealer's gratis around-the-block only added to my dilemma. What was needed was a day on the road, hours not minutes! Sunup to Sundown. Then — maybe only then! — I'd know. But there was no motorcycle store that would go that far. And I dragged myself home, to dream a passage into some Rent-A-Ride World. After all, it was Springtime! The blue horizon was calling! And I'd sold my last winter's car for a fistful of cash! Zap! I hired a truck — then raced it across town to a Mythical Emporium. "Fill'er up," I said, barely able to contain myself. They gave me a double-dozen bikes, all different, all gassed and ready to go. And away I sped with that borrowed treasure. And didn't stop till I was on my favorite pavement, a hidden road snaking through The Garden of Speed. I rolled out the machines. And, one-by-one, I gave them their best shot, as they in turn gave me theirs. I tried the new Suzukis and Hondas and Yamahas. Cagivas and Beemers and Ducks. And Kawis. And Harleys and Huskies. I sat high, crouched, leaned and laid back, countersteered and wheelied and drove in reverse. Each bike had its strong points and weak, love hugs and boo-boos. And after a while I couldn't keep track of which had what, or where, and when. Or why. Nighttime and excess gnawed away sense, and when I was through, when I had ridden all, each and every last one of them, I was right where I started. And I asked again: "Would I like this one, or that?" Then I packed them all up in the dark and hauled them back to the shop. And — suddenly! — made my decision. I knew I wanted the one over there. That fantasy rental I'd ridden the farthest. THAT ONE! The one with the most bugs on it.

William Edgar

Over the edge



"The track seems to be a little tacky tonight."

DAN MAHONY PHOTO

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ON THE FRONT PAGE: World Champion Wayne Gardner wheelies his Honda NSR500 during a test session in Australia. Gardner is wearing a battery belt that is connected to a mini-camera mounted on the rear left side of the bike. Photo courtesy of Rothmans.

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CYCLE NEWS 1964 25 1988 YEARS

voices

Missing flagmen

As a rider and supporter of motocross for the past 15 years, I have seen and felt the growing pains of our sport.

As I watched the racing and close competition at the GNC Final at Lake Whitney Cycle Ranch in Texas, March 11-13, the thought of a future Johnson, Ward or Hannah being injured because of a promoter possessing little or no concern for rider safety made me furious.

The race attracted over 700 riders and their families from across the country to one of the safest tracks in Texas. For a normal race day turnout of 250 riders only eight flagmen are needed for a safe race. At this "Grand National Championship" Final, Mr. Jerry Surber, at best, had four flagmen, when they could be found. When approached about this problem, Mr. Surber was very surly and negative about any suggestions regarding the safety of the riders.

Riders drove hundreds of miles, paid $50 entry fees, $15 gate fees, and received this treatment from the promoter.

No longer do we feel the pains of growing but the pain of *greed.*

DAVID JONES
Dallas, TX

Should feel fortunate

Instead of complaining about the layout and quality of the Four Aces Moose Run race course, Mr. Dan Ashcraft should feel fortunate to have been able to race at all.

I feel his disqualification in the 1987 SCORE Baja 500 was much too lenient a penalty for flagrant cheating (switching bikes during the race). Debarment from racing in SCORE and AMA-sanctioned events for at least a year would have been more appropriate.

PETER BORMANIX M.D.
Tarzana, CA

Pro Rider Benefit Fund

This is in response to David Bailey's letter in the February 24 issue of *Cycle News.* While David's words are inspirational and demonstrate tremendous courage and determination, I was somewhat disappointed by his remarks regarding the fact that he never saw a penny from the Pro Rider Benefit Fund.

When I invented the concept of the Pro Rider Benefit Fund while working at Motorcycle Dealernews, it was intended to distribute donated money generated at the various trade and consumer shows produced by Larry Hester, from races where donated rider's gear was to be auctioned to fans, and from general donations.

The money raised was to be managed by a group of industry people, many of whom were former professional riders, and it was they who would determine those injured and qualified to receive the money, as well as the amounts given.

Now mind you, many people involved have changed jobs, etc., and in fact I'm not totally sure that the Fund is still operational. However, the original concept of the Fund was simply to give money to people just like David in an effort to help pay for hospital bills and related expenses. But more important, was to give something back to those riders who risked their lives to bring the excitement of professional motorcycle racing to us all.

I can only hope that the Fund has experienced a temporary glitch and that in reality the money is there and being properly managed as originally intended.

I for one would find it deplorable and be very disappointed to discover that the Pro Rider Benefit Fund, as originally created, was not living up to its intended mission.

I would like to urge any of those who share my feelings to inquire about the status of the Fund and take an active part in helping it to perform as designed.

To David, I can only say that we can hope that the answers to your questions regarding the Fund materialize, and that there will be some action taken to rest your concerns.

PETER LOCASCIO
Portland, OR

You can chalk up Bailey's failure to receive the funds as a "temporary glitch." A check was sent to Bailey by Penny Nicolai of the Pro Rider Benefit Fund last week. In a letter to Bailey that accompanied the check, Nicolai said, "Let me apologize for the mix-up regarding sending you the money collected by the Pro Rider Benefit Fund . . . I was waiting for you to call and since you hadn't, I assumed that you wanted Pro Rider to continue holding the money. We collected a total of $2837.12 plus interest of $141.85 and I am enclosing a cashier's check for the total amount. In addition, I am also enclosing a check received from Cycle Sounds in Japan from a benefit they held on your behalf." . . . Editor.

Writing politicians

During the CORVA convention, Senator H.L. "Bill" Richardson said that he is asked, "What impresses a politician the most, a handwritten letter, a typed letter or a phone call?" The answer he gives is, 'It's none of those." The most impressive form of communication, according to Richardson, is "those little preprinted postcards. Those cards show organization, and organization gets a politician's attention."

Cycle News asks their readers to write their congressmen on issues that concern motorcyclists. Now as a reader, I am asking *Cycle News* to take the leadership stance we need and include in *our* newspaper, preprinted postcards to our congressmen on the issues that concern us. Let's show them we're organized!

ART OLIVIER
Bellflower, CA

We asked a member of Senator Pete Wilson's staff the same question last year and were told, "Senator Wilson is most impressed by handwritten letters and least impressed by preprinted postcards and petitions." Hi-Torque inserted millions of preprinted postcards in issues of their publications (Dirt Bike, Motocross Action, etc.) last year. The preprinted message voiced motorcyclists' concerns about Cranston's proposed S7 bill. We commended Hi-Torque for their contribution but we feel that a personal handwritten letter still packs the most punch with the majority of politicians. Remember, most politicians never see the first missive from their constituents; instead, they receive a weekly or monthly tally of pro and con mail (and the form of the correspondence, i.e. personal letter, form letter, post card, etc.) on various subjects (bills like Cranston's S7, etc.). No matter what form of communication you use, let your elected representatives, both on a state and federal level, know where you stand. Write! Call! Visit! And vote! . . . Editor.

16th, not 38th

My name was left out of the results of your Daytona 200 coverage. I understand your deadlines and thought I may have been left out because of initially being listed in 38th place on the provisional results after being credited with only 52 laps instead of the 54 I completed.

Since the Daytona 200 was my first pro race, I was especially proud of my 16th place finish. I would like to thank the companies and people who helped make it possible: The Human Race Team, Klotz Special Formula Products, Metzeler Tire, Fox Racing USA, Megacycle Camshafts, Lakeshore Harley-Davidson/Yamaha, and Tsubaki. Special thanks to tuner Dave Zupan and the week-long efforts of Dave, Tim Morrissey, Rich Doan and pit help of Ed Hessel, Scott Hall, Evelyne Pritz and Bob Hereford.

Thank you for letting me set the record straight and giving credit where credit is due.

KURT HALL
Hilton Head Island, SC

What with the catch-up nature of the rain delayed racing at Daytona on Sunday, March 6, jetting to California that evening, and getting our newspaper to the printer by 5 p.m. the following evening, what you thought happened is exactly what did happen. Belated congratulations on your top 20 finish. . . Editor.

Cheers for Viewfinders

As a sponsor, and most importantly as a rider of the Viewfinders Grand Prix for the last eight years, I want to take a moment to thank the members of the Viewfinders M.C. for another fantastic weekend of racing.

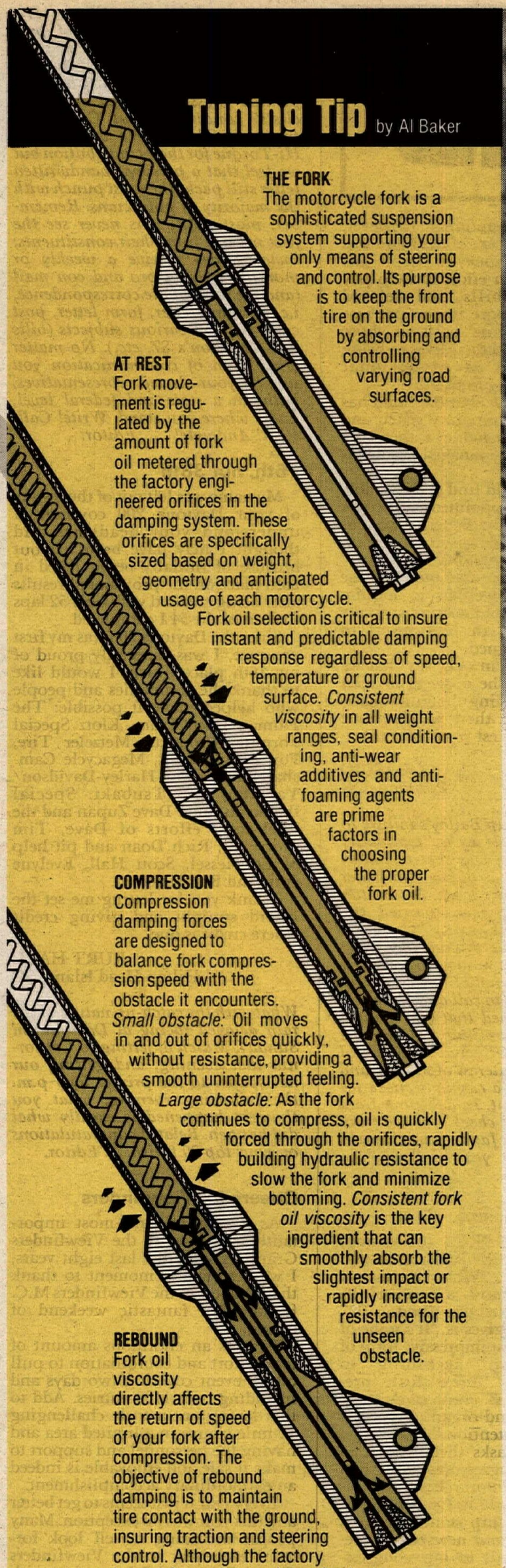
It takes an enormous amount of team effort and coordination to pull off an event covering two days and including over 1400 entries. Add to that laying out a truly challenging 12-mile course in a limited area and having the personnel and support to make it safe and enjoyable is indeed an extraordinary accomplishment.

Every year it just seems to get better and this year was no exception. Many people including myself look forward each year to the Viewfinders Grand Prix, and I hope that with the eventual closing of Riverside Raceway, that the only thing that changes will be the location . . . the show must go on!

Thanks again to all the Viewfinders for another spectacular event.

WAYNE CORNELIUS
Malcolm Smith Products
Riverside, CA

Tuning Tip by Al Baker



THE FORK
The motorcycle fork is a sophisticated suspension system supporting your only means of steering and control. Its purpose is to keep the front tire on the ground by absorbing and controlling varying road surfaces.

AT REST
Fork movement is regulated by the amount of fork oil metered through the factory engineered orifices in the damping system. These orifices are specifically sized based on weight, geometry and anticipated usage of each motorcycle. Fork oil selection is critical to insure instant and predictable damping response regardless of speed, temperature or ground surface. *Consistent viscosity* in all weight ranges, seal conditioning, anti-wear additives and anti-foaming agents are prime factors in choosing the proper fork oil.

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REBOUND
Fork oil viscosity directly affects the return of speed of your fork after compression. The objective of rebound damping is to maintain tire contact with the ground, insuring traction and steering control. Although the factory has engineered a pre-determined return speed, variables such as rider's weight, terrain and temperature make custom tuning a necessity. Only PJ1 fork tuning oil is formulated to maintain a *consistent viscosity*. It makes fine tuning a simple process.

"I sure am glad my dealer recommended PJ1 Fork Oil"

Mike Burlingham,
President of Cycle Conservation Club of Michigan
Years Riding: 17
Current Motorcycles:
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BMW 100RT

"Optimum off-road handling requires maintaining tire contact with the constantly changing terrain. You don't want any surprises from your suspension system. Riding in Michigan, where the daily temperatures can vary 30° or more, my bike's handling changed with the temperature. Stiff in the morning, spongy in the afternoon.

"My dealer told me the problem was my fork oil and recommended PJ1. He explained that unlike other fork oils, PJ1 is enhanced with special pour depressants to maintain a *consistent viscosity,* through a wide range of temperatures. The first time I used PJ1 fork tuning oil, I could feel the difference. For more than five years now, no matter what the temperature or terrain, my ride is totally predictable."

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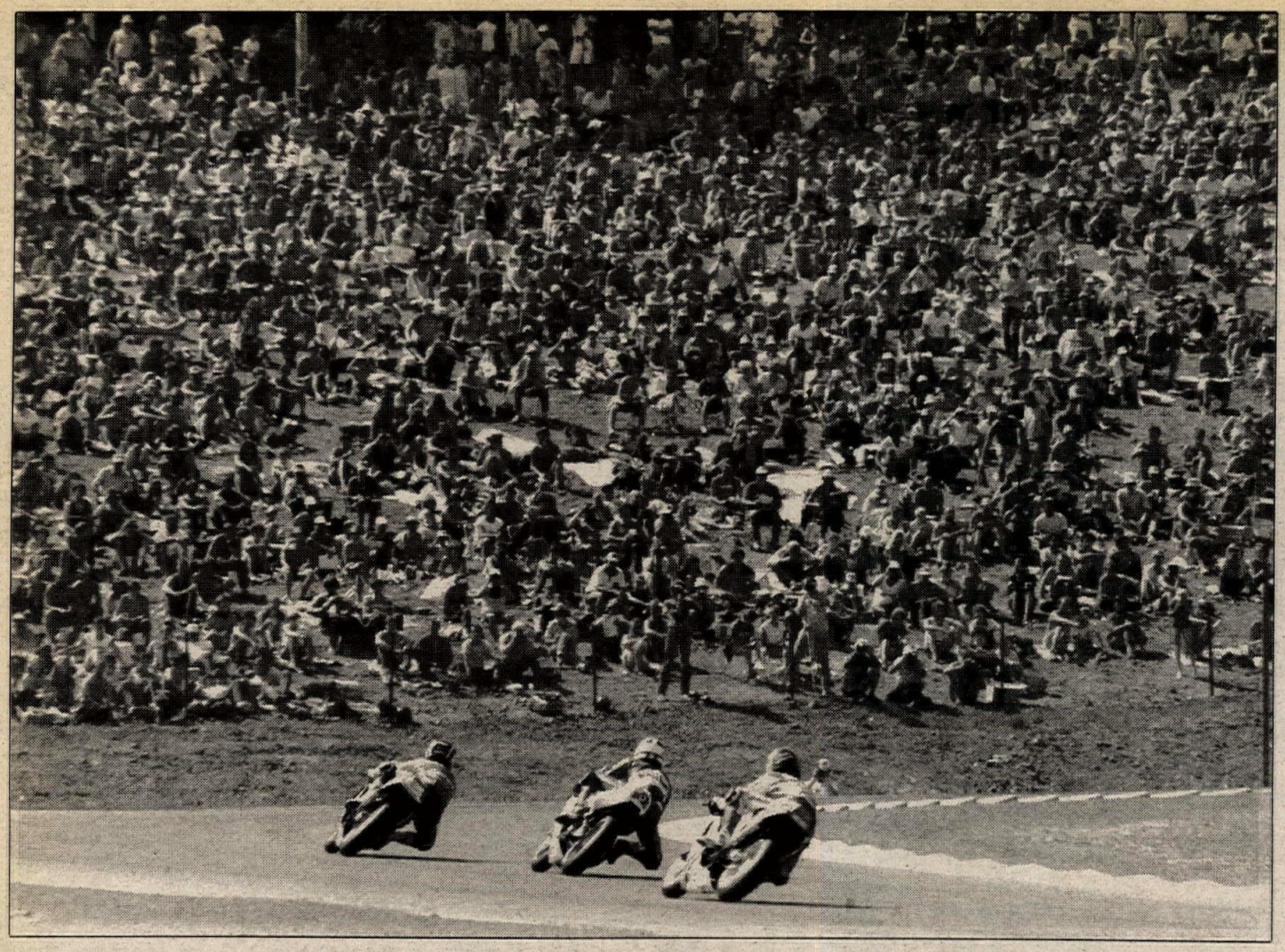


The 1988 Grand Prix road race season promises to be one of the best in years.

Preview: 1988 World Championship Road Race Series

Gazing into the GP crystal ball

By Alan Cathcart

There's only one thing wrong with being hooked on Grand Prix road racing like I and a rapidly increasing number of addicts all over the world are: somehow, you have to get through the six months each year when GP racing *isn't* happening before you can grab yourself another big fix when the new series gets under way, and this time the waiting has been almost unbearable. Rarely has a forthcoming season promised so much. Rarely have there been so many imponderables in almost every class. Rarely has our anticipation been so heightened by off-season events. What am I getting so excited about? Read on.

500cc

Starting with the blue ribbon 500cc class, the event which has set the whole GP world on its ear was Kenny Roberts firing Randy Mamola, so Roberts could secure the services of Australian newcomer Kevin Magee for his Lucky Strike Yamaha team.

Even more incredible was the news that Mamola had signed with Cagiva on a two-year contract with an option for renewal. At last the big-spending Italian team has a top-class, race-winning rider with whom to battle the Japanese factories, and I must admit that even with my close ties with the Castiglioni brothers' factory, my first reaction when I heard the news was complete disbelief — swiftly followed by elation once I knew it was for real.

Attracting a rider of Mamola's caliber is what Cagiva has needed all along, but now that they've got him, this is the crunch at last for the only real European contender in the 500cc GP class. Just how good Cagiva's "Not quite a Yamaha" reed-valve V-4 really is will shortly become apparent. Personally, I think we're in for a surprise, and I don't think that's wishful thinking, because by the end of last season the Cagivas were able to match the best of the Japanese factory bikes in almost every department save one — reliability. If Cagiva can just keep up the momentum of development, attack the reliability problem in determined fashion, and prevent last year's internal disharmony rearing again, I am convinced Mamola will be on the rostrum more than once — and even win, probably in the wet.

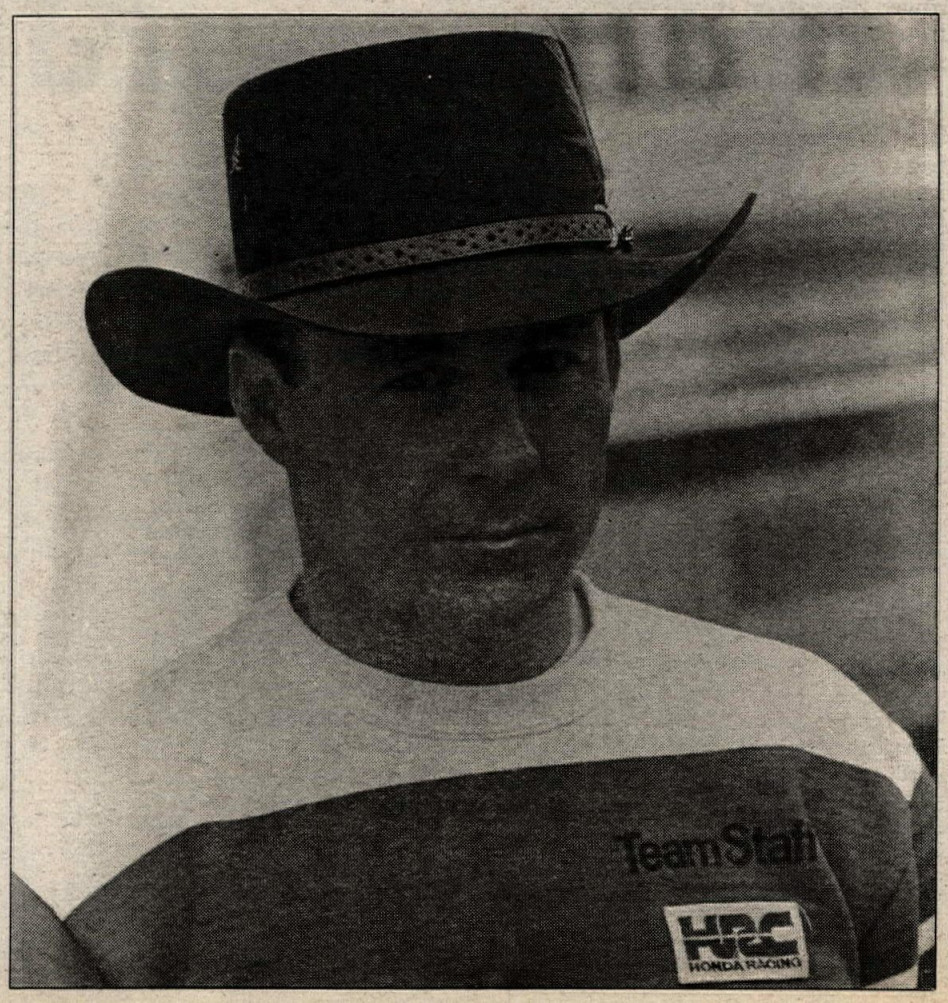
I might not have been so sure of predicting success for the Cagiva effort, except for one factor: Cagiva's brave (and to be honest, not altogether uncommercial) decision to sign an exclusive contract to use Pirelli tires, and former Dunlop tire development engineer Peter Ingley's move to join the Italian rubber firm so as to continue working alongside Mamola, with who he struck up an obvious rapport through the Lucky Strike Yamaha/Dunlop relationship. Ingley certainly knows how to produce an ace wet weather tire, and it's reasonable to assume that he can bring with him the secrets of the effective Dunlop slicks Mamola used to win the San Marino GP in the dry last year. That will have removed much of the doubt surrounding the whole deal, though don't expect Randy to shine until two or three races are past and he, the bike and the team all have the measure of each other. But wouldn't it be great Cagiva and Mamola if it rained again at Suzuka and . . .?!

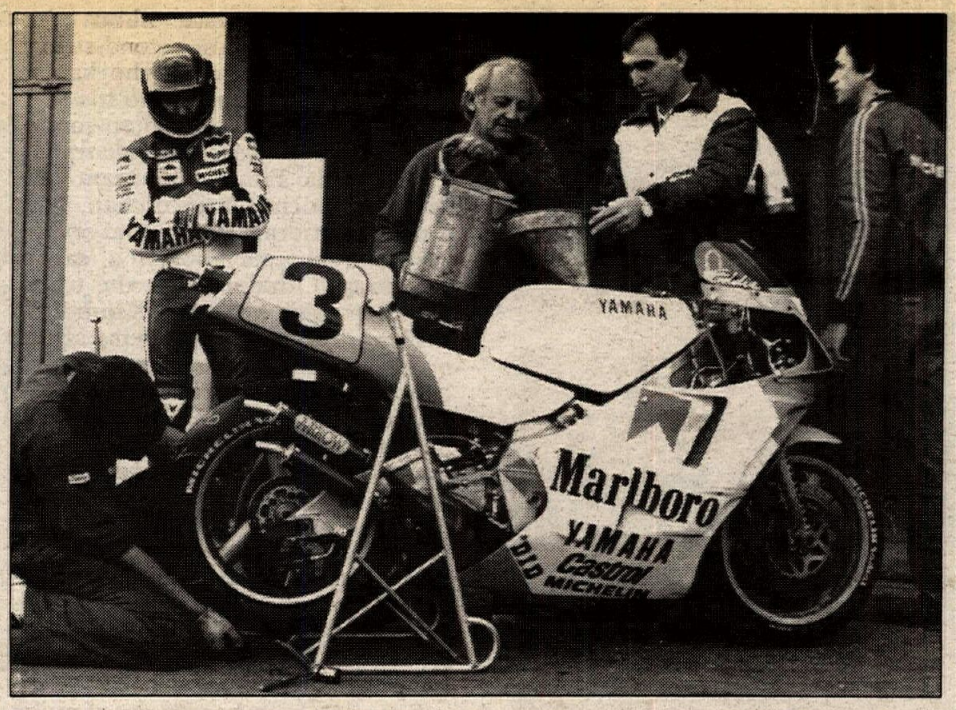
I'm less optimistic about the chances of Cagiva's second-string rider Raymond Roche, who barely managed to hop back onto his seat again when the proposed en masse defection of last year's Cagiva squad to a Honda France GP team fell through. Roche's a nice chap, had some good rides last year, and on his day is a charger, but he's easily discouraged, and I think the treatment he's likely to get in Mamola's shadow will have an adverse affect on his morale, though on the other hand of course, it may inspire him to greater things! But I doubt it: I have to say I think Cagiva made a mistake in re-signing him, and would have done much better to welcome back Juan Garriga, the young Spanish star who rode a very gritty season for them in '86, obviously has what it takes to race a 500, lost his works 250 Yamaha for this season, and would benefit from Mamola's tutelage. Ah well...

Kenny Roberts has forgotten more about GP road racing than most of us will ever know, so you have to credit him with knowing what he was doing by firing Mamola in favor of an all-new team consisting of U.S. Superbike champ Wayne Rainey and rising Aussie star Kevin Magee. However, I'm being paid to be frank here, and that means I have to say I'm amazed he's done what he has, so much so that I believe K.R. may have made a tactical error which left him with little option to do what he did.

Rainey's a good rider but I don't think he'll ever be a great one and he's no Mamola, yet I think for either personal or business reasons, Roberts got committed to running him in the team in 1988 very early during the past season. At that stage, Magee wasn't in the picture: he'd shone in practice at Suzuka but joined the crashers in the race — just another hotshot Aussie Production racer. Then he came to Assen, qualified in second place on one of the most technically difficult circuits on the GP calendar, won the Suzuka 8-Hour almost singlehanded, and effectively finished second in the

Australian Wayne Gardner consistently scored points (and wins!) in every GP last year and locked up his first 500cc World Championship.





The main goal of Team Marlboro Yamaha crew chief Kel Carruthers (pouring gas) will be to regain the 500cc title with Eddie Lawson (left).

Portuguese GP under K.R.'s mantle. So what are you going to do — let a future World Champion like this escape your clutches? Not if you're Kenny Roberts, a man always able to make the big decision but straight enough to stand by a commitment already made — as his deal with Rainey surely was by then. So, take a deep breath and hand Randy his walking papers: it was the only way.

Pity — because a Mamola/Magee combination would have been very strong. As it is, I'm sure that 1988 will see young Kevin join the ranks of the elite, certainly win a race or two, and vindicate K.R.'s decision. Rainey I'm less sure about: he's a very determined guy and put in some good rides from the back of the field when he raced for Roberts in the 250cc class three or four years ago. But I think he'll take a while to find his feet in 500cc GP racing, something which the by contrast incredibly relaxed and laid back Magee seems to have no difficulty in doing.

A key factor here will not only be how competitive Dunlop manages to stay now that Ingley has left them, but also whether Yamaha has narrowed the gap on their Honda rivals in terms of machinery over the close season.

The new Yamaha YZR500 is apparently much smaller and neater than its predecessor, though retaining the twin-crank V-4 engine layout rather than the single-crank Honda-type design they were rumored to be experimenting with: we'll have to wait and see if it's more rideable than last year's high-revving machine which was much less tractable than World Champion Wayne Gardner's Honda. However, the Lucky Strike team has given notice that they intend to follow their own paths of development under the aegis of Kiwi tech boss Mike Sinclair; this will include a Heron-style composite chassis for 1989, built by former Suzuki designer Nigel Leaper, as well as engine and aerodynamic modifications of their own.

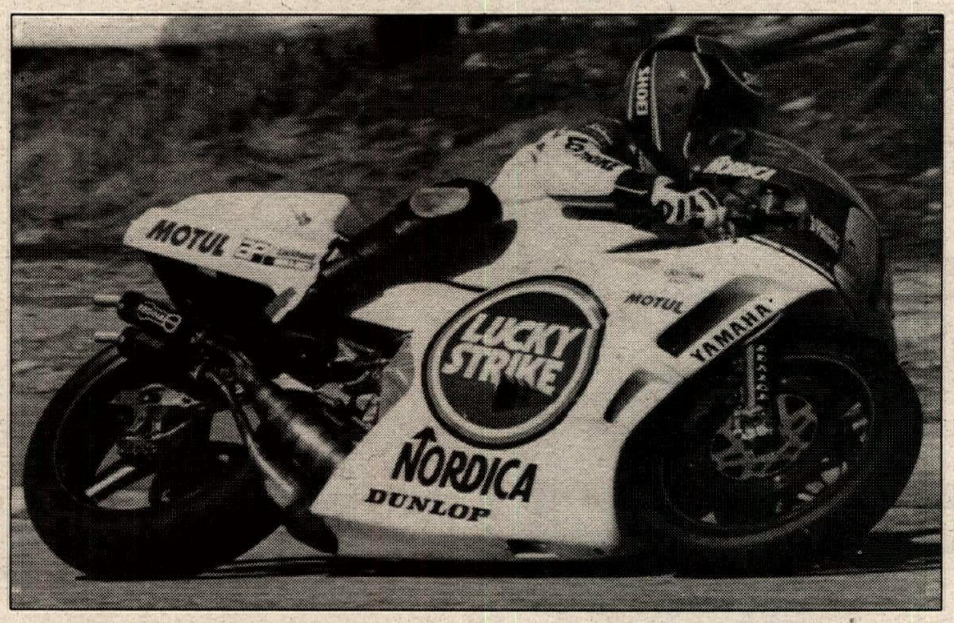
The battle between the trackside engineers like Sinclair, Erv Kanemoto, Kel Carruthers and Jerry Burgess is going to be almost as exciting as the war between the riders out on the circuit!

Talking of Carruthers, the Aussie doyen of GP engineers must be highly relieved that his work load has been reduced by 40% in terms of the number of bikes he has to look after this season, now that Tadahiko Taira has decided to race only in Japan, and the 250cc division of Giacomo Agostini's Marlboro Yamaha team is down to just one bike. That will enable Carruthers to devote full attention to helping Eddie Lawson regain his World Championship title, as well as to ensuring that new recruit Didier de Radigues does not suffer the fate of every single other Agostini second-string rider to date.

I was surprised that Ago signed the Belgian, if only because Didier's notoriously high estimation of his monetary worth and Ago's legendary stinginess would have made a financial agreement between them unlikely. But in spite of a couple of good rides on the Cagiva last season, especially in Britain and Brazil, de Radigues has never really impressed as a 500cc rider — except in the wet, where he's second only to Mamola now that Christian Sarron is starting to dip out. However, this is Didier's big chance to prove himself, and he'll certainly enjoy the lavish Marlboro publicity machine to the full — as they will him. If the new bike is as good as early indications are that it is, Eddie Lawson has to be in with a strong chance of recapturing the title he lost last season, especially now that Carruthers will be able to look after him more closely and the team is more compact and better directed towards a single purpose. Agostini's decision to run five bikes last year was a major factor in Lawson losing the title; this year could be a different story.

I doubt if I was the only one surprised that Christian Sarron will return for yet another season on the Sonauto Gauloises Yamaha team. I thought Patrick Igoa would move right into the seat on an '88 YZR500, instead of which the former World Champion endurance road racer does move up from the 250cc class, but only on Sarron's '87 bikes as number two rider to the French veteran, who has now been at the top level in road racing for more than a decade — longer than any other current 500cc class rider. Sarron did put in some good rides last year, notably in the wet at Le Mans, but his career is winding down, and it was an act of generosity to give him another year on a new V-4. There's an apparent dearth of new French GP talent, but it's only because potential stars like Pierre-Etienne Samin aren't given a chance on a decent bike, and prefer to earn a comfy living Production racing at home with the odd good-paying 24-hour event.

Before we leave the ranks of Yamaha riders, make a note of the name Norihiko Fujiwara: he's the factory's new favorite son, a young Japanese star of the future who we can expect to see in GP racing in 1989, if not even sooner. Unlike most Japanese riders, he's an extrovert in the Takazumi Katayama mold (well, *he* was really a Korean) and may well have what it takes to make the breakthrough at the GP level that Shunji Yatsushiro and even Taira never really made yet on behalf of the massed ranks of Japanese road racers, in the 500cc class.



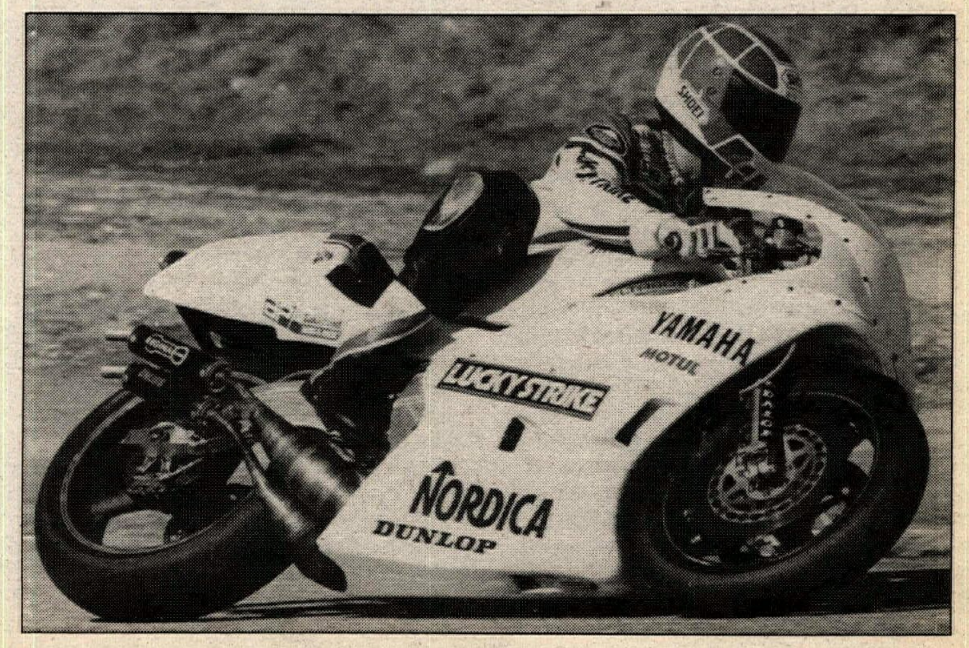
U.S. Superbike champ Wayne Rainey is no stranger to the Grand Prix circuit, having previously ridden for Kenny Roberts in the 250cc GPs.

Yatsushiro will return for the '88 GP season, once again as a member of the works Honda team, though whose colors he'll ride with is uncertain at this stage. The likeable Japanese learned a lot from riding as number two to Gardner last season, and it showed in his string of top six places in the second half of the season. He still falls prey to the unforced error a bit too often (that is, he throws it away needlessly!), though. His teammate in 1988 may well be a surprise one, in the shape of Niall Mackenzie, who has now lost his HB sponsorship for reasons we shall examine in a moment. Fifth in the '87 series in his first full season aboard a 500 of any kind, let alone a works V-4, the quiet young Scot is amply fulfilling the confidence the HRC bosses placed in him, and now that he's pretty much stopped trying to ride a 500 like a 250 round corners like there was no tomorrow, in favor of the approved point-and-squirt method with the aid of a spinning rear tire, he should go on improving in '88. Mackenzie was in the same position this time last year that Kevin Magee: an evidently natural new talent, with only a handful of 500cc GPs under his belt, snapped up by one of the top factory teams. It'll be interesting to see if Kevin's season mirrors Niall's last year — or can he do even better?

The likely make-up of the Honda team was upset by the surprise, even shock news late in February that Freddie Spencer would be riding for Honda in Rothmans colors this season, and then by the bombshell announcement just three weeks later that Spencer was retiring from motorcycle road racing. The South African-owned cigarette company has one more year of their contract to sponsor HRC's machines still to run, and have been openly dissatisfied not only with Spencer's professed non-smoking stance, but more importantly the minute number of racing miles he'd completed over the past two seasons, plus his less than cooperative approach to the question of public relations.

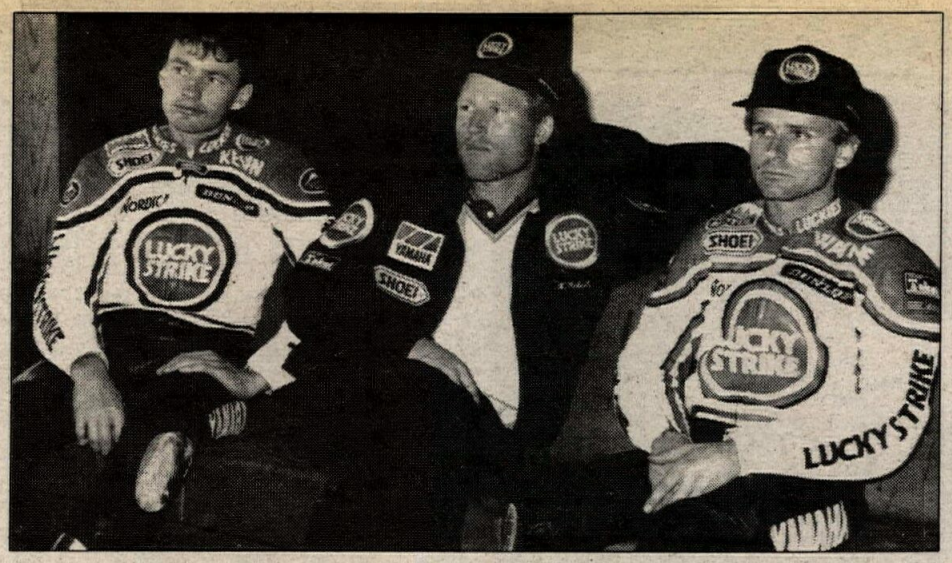
The accident-prone former World Champion found himself under a two-pronged attack, for there is reliable evidence to confirm that Honda, tiring of the will he, won't he race today saga involving Spencer, tried very hard to buy him out of the remaining year on his HRC contract over the winter. Spencer apparently resisted strongly, threatened to sue Honda in the U.S. if they broke the contract by denying him factory machines for this season, and so Honda caved in.

After several impressive performances last season, Roberts signed Australian Kevin Magee to join Rainey on the Lucky Strike team.



Who would have actually paid Spencer's salary as between HRC and Rothmans is a moot point, but 1988 was to have seen Freddie riding blue and white bikes again for a tobacco company, rather than the HRC-colored ones he occasionally appeared on last year. For obvious reasons, you couldn't have a Rothmans and an HB-sponsored bike sharing the same tent, and it was asking a bit much of Erv Kanemoto to be in two places at once if you ran separate operations. So out went Mackenzie's deal, and now Niall's the one who'll run in HRC colors, presumably alongside Yatsushiro. Gosh, it's all going to be one big Honda happy family.

Or is it? Honda's reigning World Champion Wayne Gardner reportedly had the veto over whether Spencer could join him in the Rothmans team again, and gave it the OK. That was good of him, and will have further cemented his relations with Honda, given that it helped them out of a tight spot. Gardner is now Honda's, and Rothmans', favorite son — a role he has taken over from Spencer who whether he would have liked it or not was going to play second fiddle to the Aussie, at least to start with: only results on the track could have altered the situation, a fact which would have given Mr. Spencer considerable added incentive to impress early on, quite apart from the need to convince everyone else in the GP world that he could still cut it at the top after what amounted to a two-year layoff. Could he have? That's the million dollar question that will never be answered.



Three-time World Champion Kenny Roberts (center) will field Kevin Magee (left) and Wayne Rainey (right) on Lucky Strike Yamahas.

Peter Ingley (left) left Dunlop and joined Pirelli in order to work alongside Randy Mamola, who was fired by Roberts and landed a ride with Cagiva.

All of which leaves us with the other burning question: can Wayne Gardner retain his title and be the first 500cc World Champion to do so since Kenny Roberts in 1980? He has every chance: winning the title for the first time was a great psychological breakthrough for the determined Aussie, whose rapturous reception Down Under has made him a national hero in his country's Bicentennial year. Wayne thoroughly earned his title last season, and his belief in himself will have been reinforced by the fact that he did so — that's probably why he raised no objection to Spencer rooming with him in the Rothmans-Honda camp: he reckoned he could beat him, and who's to say he hasn't got the measure of the man they used to call Fast Freddie? While Spencer's been on the sidelines for two seasons, Lawson, Gardner, Mamola and others have been honing their talents in the hotbed of competition. It would not have been just a question of Spencer being ring-rusty and just needing a few rounds before regaining his old supremacy — the others, and especially Gardner, have improved their skills while his had lain dormant. With a bike now designed to his requirements rather than Spencer's quite different ones, Gardner clearly believes he's the boss — and you won't find me arguing with him. He also has one other edge over any of the other riders in the 500cc class: he can be a percentage player when necessary, gathering points for a place when he feels a win is out of the question, but he is also ultra-determined and never gives up in the face of adversity as both Mamola and especially Lawson did more than once last season. That's what makes a champion: true grit.

Now that the attention on the Honda camp that would have most likely been aimed at the internecine war between Gardner and Spencer for the role of top dog will be directed elsewhere, I would suggest that there's another V-4 Honda rider equally worth following closely. Forecast time here: I reckon Italy's Pier-Francesco Chili is going to be the big surprise packet of the '88 GP season. He was already extremely impressive last year on the NS500 triple: only Ron Haslam regularly starts faster, he can ride brilliantly in the wet, evidenced by his incredible second place in the Le Mans deluge, and most important of all, he learns from his mistakes.

Chili is no Latin hotshot with a short fuse and erratic scorecard, but a thinking rider who is an undoubted star of the near future. No wonder Honda has given him an '88 model V-4 for this season, and with the canny, experienced Roberto Gallina devoting his full attention to making Chili a winner, don't be surprised if he scores several upsets. With the full benefit of HB's sponsorship once again, Team Gallina has recovered from the shock of having their long-time relationship with Suzuki terminated by the Japanese factory two years ago and bounced back in impressive style. Gallina has his detractors — mostly people who are jealous of his success, but the fact is that nobody treats his riders better out of the big teams, and it pays off in terms of results and loyalty come contract time. Chili made the smart move staying with Gallina, and I fully expect him to make a big impression this season.

Another happy family is the ELF team, whose last season in GP motorcycle racing this will reputedly be, as they struggle to make the troublesome ELF4 — or more likely a carbon-fiber chassised ELF5 — competitive with the more conventional bikes. Ron Haslam is still the best test rider in the business, and this year he'll be giving the innovative French bike his full attention, without a "standard" works NSR500 to fall back on. But fourth place in the GP point standings last year not only revived Haslam's career but also his faith in himself. Even so, the ELF at present seems to be theoretically superior but actually inferior to the opposition, and some hard work is going to be needed to change that. Haslam will be struggling for points this season, with so many good riders on works bikes that work, around.

Big changes at Suzuki, whose lackluster '87 effort was abbreviated by early retirement and a promise to be back in earnest for '88. Well, they've lived up to that promise, with the factory itself taking over operation of the team but using their British Heron affiliate as partners, and new sponsors in the shape of Pepsi-Cola, enticed away from Dr. Joe Ehrlich's 250 team who brought the soft drink giant into GP racing last year. But early reports from Japan indicate that Suzuki's promise to be back in '88 with a completely new bike have not been fulfilled, only a revamped version of their twin-crank XR72 V-4, a pale imitation of a Yamaha which was left behind in terms of development last year by the even newer Cagiva. Riders Kevin Schwantz, facing his first full season in GP racing without the distraction of concurrent U.S. superbike events, and prodigal son Rob McElnea, back with Suzuki after a two-year spell as second string rider on the Agostini-headed Marlboro Yamaha team, with all that that entails, will hope that the revamped Suzuki V-4 has more top speed and improved carburetion compared to last year's unsuccessful mount.

Pity, really: I reckon Schwantz is a brilliant and fearless rider who also happens to be a natural talent in the mold of the late Jarno Saarinen. But he also falls off far too often, and sooner or later the inevitable will happen if someone doesn't take him in hand. Probably only Kenny Roberts could make him calm down without losing the spark that makes him so effective — now there's a thought — but what young Kevin needs is a strong and experienced team manager, who has also ridden himself, to become his mentor. Under those circumstances, Schwantz could be World Champion — with the right bike, which at the moment I don't think the Suzuki looks like it's going to be. Watch out for fireworks, especially on slow circuits, if the Suzuki is off the pace but Schwantz decides he's going to even things up on natural riding ability!

Rob McElnea? Well, it was nice to see him get a ride, and he'll certainly feel more at home with his original racing family, but I'm afraid his career looks like it may have peaked out — pity he never made it to the rostrum when he had a Yamaha.

Against this plethora of works V-4s — 16 of them for the races outside of Japan, more than 20 for Suzuka at a guess — the days of the privateer in 500cc GP racing are effectively over, for the time being at least. Some very good riders will be on three-cylinder Hondas of one kind or another, especially Marco Gentile on the ultra-lightweight wishbone-forked creation of Claude Fior, who has achieved more in the cause of alternative motorcycling on a fraction of the budget than ELF has, in many ways.

A man to watch for the future is young Spaniard Dani Amatrain, who impressed a couple of times towards the end of last season (so long as the track was dry!) and has big backing to run a pair of super-RS500 triples.

And just as '88 is the year of truth for the Cagiva team, so it may well be for Italian enthusiast Giuseppe Pattoni, 30 years in the GP game with bikes of his own manufacture and now with a middling good rider in Fabio Biliotti, as well as a new, lighter and smaller chassis for his twin-crank wide-angle V-4 Paton engine. An all-new single-crank motor is on the drawing board for later in the season, while at the present time it appears to be a remarkable fact that the only privateer 500cc GP bike you can actually buy is the Paton. The big battalions have well and truly taken over.

The off-season game of musical rides left two big losers, both of them British. Roger Burnett found his promised Rothmans-backed ride on a V-4 Honda has evaporated, and Suzuki's Kenny Irons ceded his place to McElnea.

250cc

Compared to all this furious off-season activity in the 500cc class, the 250cc category seemed almost tame in comparison — quite a contrast from its antics last season, when the class returned to its vintage best in terms of spectacle, even if it was mostly Formula Honda apart from Loris Reggiani's amazing Aprilia. The news that Reggiani would be staying with the Italian team this season, rather than accept a big money offer from Honda, will have delighted all of those who enjoyed his David and Goliath act last year. With development of the all-new V-

twin Aprilia engine apparently proceeding very satisfactorily, he looks set to offer the main opposition once again to the Honda horde.

Rather surprisingly that group will be led by reigning World Champion Toni Mang, who has shelved retirement plans (couldn't get a good enough deal from Honda or a big sponsor to run his own team?) for one more year at least. I don't somehow see him with the same sort of motivation to retain his title as he had last year to win it again, and personally I'd rather have seen the gritty German veteran retire where he belongs — at the top.

Mang's fellow countryman Reinhold Roth returns on a Honda NSR250, as do Dominique Sarron, Carlos Cardus, Sito Pons and Jacques Cornu, the latter with the benefit of Jorg Moller as chief engineer for the Parisienne team. All will doubtless have their moments, but I suspect they will frequently find themselves playing second fiddle to young Japanese star Masahiro Shimizu, HRC's protoge who is certain to have the best possible equipment and all the attention going. The difference between Pons' NSR250 and Shimizu's allegedly identical bike when I rode them at the end of last season was considerable. However, whether Shimizu can put it all together over a whole season just yet is doubtful, but he'll certainly win a race or two this year

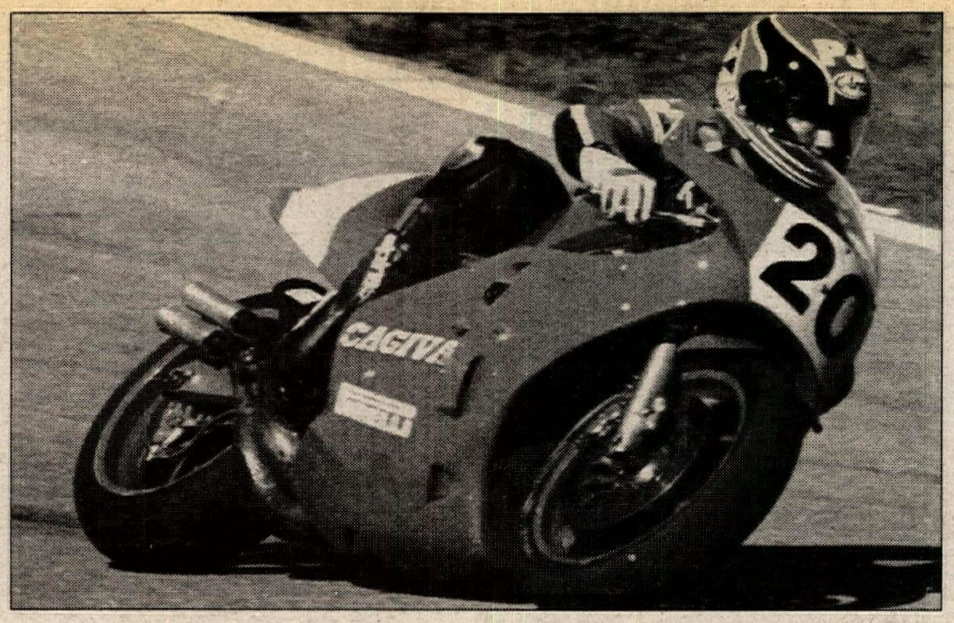
Kevin Schwantz will ride his first full season for Suzuki.

in preparation for an assault on the title in 1989.

One interesting aspect of the opening GP at Suzuka will be to see whether Honda has bothered to revamp their 90-degree V-twin NSR in favor of the 112-degree "half a 500" they most certainly have tucked up their sleeves just in case. Probably it won't appear just yet, only in case the Yamahas or Reggiani and his Aprilia start getting too big for their boots, but when or if that happens, what do you bet that Shimizu is the one to debut it?

Yamaha is making a big effort to overhaul Honda in the 500cc class, hence their reduction in emphasis on the 250cc class this year — or that's the story, anyway. Sure, sure...

Luca Cadalora and Carlos Lavado return, supposedly with lightly updated V-twin Yamaha YZR250s, leaving Juan Garriga out in the cold and Patrick Igoa moving up to 500s. Instead, the new TZR250 production racer will form the backbone of Yamaha's effort in the quarter-liter class, and early indications are that it rather surprisingly shares equal billing with the Reggiani Replica Rotax-powered Aprilia AF1s as the choice of the leading privateers this season — rather than the new Honda RS250R with its power-valve and other features borrowed from the 1987 title-winning works bike. The Honda is rather porky at 226 pounds dry, 28 pounds over the class limit and nearly 20 pounds more than the



GP veteran Randy Mamola inked a mega-buck deal with Cagiva after parting ways with Kenny Roberts and the Lucky Strike Yamaha team.

Aprilia, which may explain something, but anytime a smart guy like Manfred Herweh changes marques, you have to figure there's a point to it — and the German privateer has indeed gone with the new Yamaha, which this year features forward-facing carbs and rear-facing exhausts, therefore is based on the top two cylinders off a V-4 500. Another to opt for this is German ace Martin Wimmer, dropped by Ago but now with his own team and with the invaluable services of star tuner Helmut Fath, which is sure to guarantee his bikes will be competitive with the works machines — if that's not what they are already.

In other words, Yamaha may be trying to pull a fast one here, trying to lull Honda into a false sense of security while in fact redoubling their 250cc efforts by launching a two-pronged attack employing two completely different designs of motorcycle. If one doesn't work, perhaps the other one will. Neat, huh?

Reggiani and Aprilia proved that the day of the Rotax is not over at GP level, and no doubt the likes of August Auinger, stepping up from the 125cc class, Harald Eckl and Eurochampion Xavier Cardelus will all make their mark on the new production Aprilias, as well as French veteran Jean-Francois Balde on his Defi.

Ditching the tandem-twin Austrian engine in favor of their own V-twin power unit, just like Aprilia, is the Spanish Cobas team whose new engine will be ready soon after the start of the season. Only trouble is, Angel Nieto has just pinched their projected rider, promising ex-trials star Alberto Puig, to ride for him on a production Honda. C'est la vie!

Equally new will be the redesigned Exactweld, likely to debut in Spain with Gary Noel aboard and to be the first GP two-stroke to race with fuel injection — another technological breakthrough and one that is long overdue. Add in the heavy but powerful Italian Garelli V-twin, this time likely to be pedalled by reigning 125cc champ Fausto Gresini, and there's proof that Europe is fighting back in the 250cc class too.

125cc

If we thought the 250cc class provided stirring racing last season, I suspect it'll have a Sunday afternoon run compared to what's going to happen in the new 125cc class in 1988! Introducing the single-cylinder regulation was one of the FIM's smartest moves in years, rejuvenating a jaded category and introducing competition galore. Count the works or factory-supported teams: Derbi, Honda, Garelli, MBA, Cagiva, Paton, EMC and all the other Rotax-powered derivatives like Cobas and Aprilia, Seel, Dymaxion — that's no less than nine different engines already and probably more will follow. Maybe Krauser was right when they made their on the face of it very surprising decision not to join in as well! I am surprised Yamaha hasn't, though — I would have thought the potential for customer sales would have encouraged them to do so with their YZR125, but perhaps they're just waiting for the dust to settle after the first season.

There's no room to look at all these teams individually, but obviously the favorites will be Jorge Martinez, last year's 80cc champ, on the new rotary-valve Derbi (for which a carbone-fiber chassis has been built, though it's unlikely this will be used at first), fellow Spaniard Luis Miguel Reyes and Gresini on the Garellis, also rotary-valvers, Ian McConnachie on the reed-valve Cagiva and his hyper-experienced teammate, former World Champion Pier-Paolo Bianchi, and the Honda brigade led by last year's revelation Ezio Gianola and former tiddler champ Stefan Dorflinger. Much will depend on just what Honda has up their sleeve for their works-supported bikes, but the Derbi will take a lot of beating.

80cc

Same thing in the 80cc class, which may suffer rather as a spectacle with all the emphasis on the 125cc class, though it's still likely to offer us enthralling racing if not with as many bikes in contention as the 125s. The Derbis are obviously favorites again, but McConnachie's move to the little Spanish Autisa team is a fascinating one. Their exquisitely-made machine proved it could run with the Derbis and Drausers several times last season in the hands of Reyes, before suffering Cagiva-like unreliability. If this can be cured, the little Brit could well spring a surprise *if* he calms down and stops falling off while in the lead. And I was never convinced of Luis Miguel's talents as an 80cc rider: anyone who has won the Barcelona 24-Hour on a 950cc Ducati V-twin simply *can't* be at home on the tiddlers. Oh, OK, I know — Benjamin Grau...

Sidecars

Sidecars: hmmm. I confess to feeling less and less excited about this class every year. Brits Steve Webster and Tony Hewitt will have works Krauser engines to defend their title with, which may be a good thing in terms of added performance or a bad thing in view of their reliability record, depending on which way you look at it. Egbert Streuer remains faithful to his ultra-developed Yamaha engines in an effort to regain his title, but has called in Hans Hummel to design new cylinders for them, while Rolf Biland and perpetual runner-up Alain Michel will stay with Krauser power units but develop them themselves.

Predictions

Did I lie? Is this not the most exciting line-up for many years in motorcycle GP road racing? How on earth to pick a winner in each class from this array of talent — it's too hard. You insist? Well, OK — seeing as how last year I got two and a half right out of five: well, in the 250cc class I did give Toni Mang an outside chance even if Sito Pons was my first pick! It's the same story this year: I really do think Pons has what it takes to be World Champion, and if he hadn't had that unfortunate hand injury early on in the season, he would have given Mang a harder time instead of finishing a quite distant second. So for 1988 I'll go with him again, provided he can stay uninjured. In a long season like the one about to start, a cool rider like Pons who can keep gathering points is what you put your money on.

For the same reason, the 500cc class is a toss-up between Wayne Gardner and Eddie Lawson, depending on whose bike is the best. On the basis

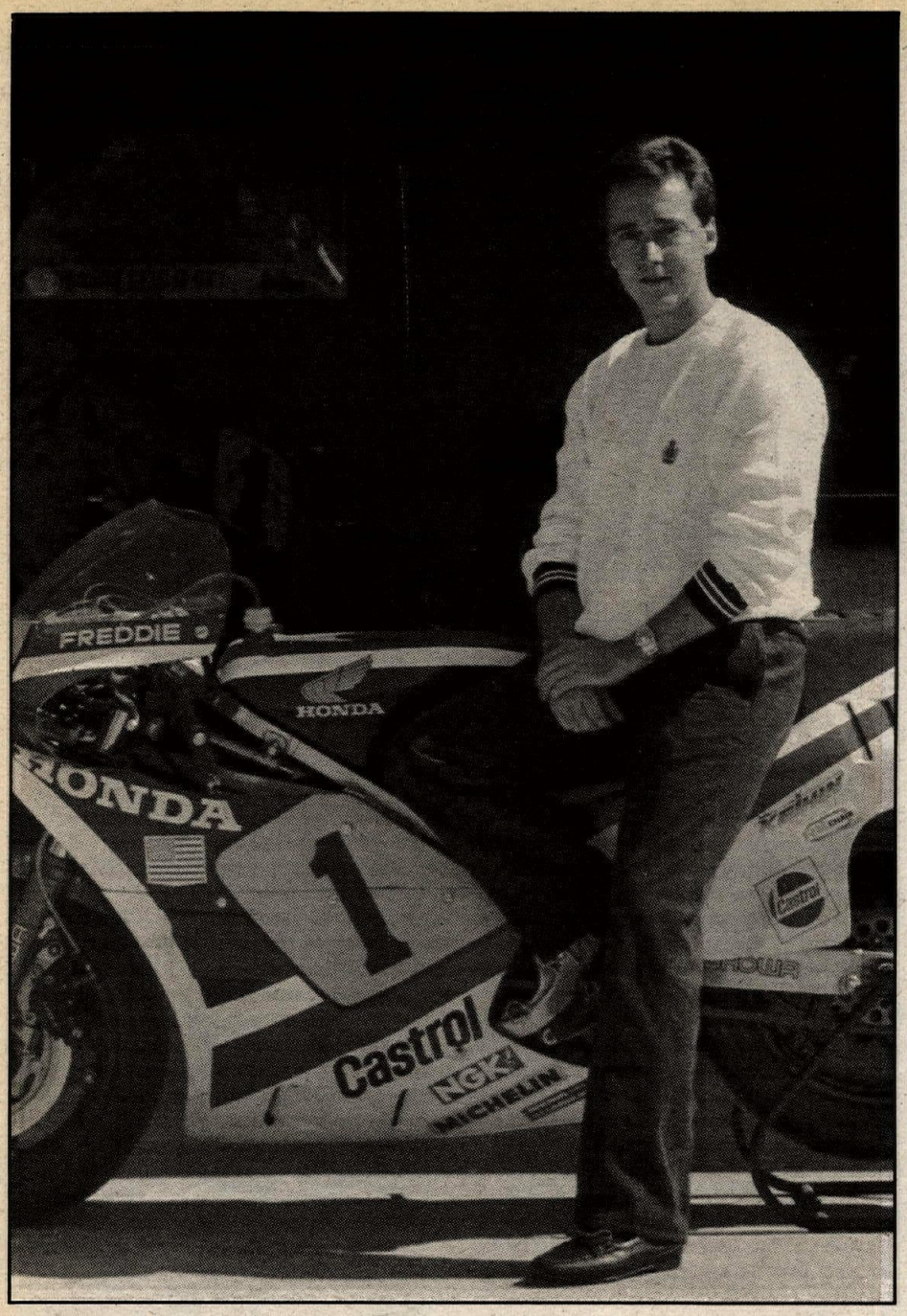
Reigning 250cc champ Toni Mang will be defending his title.

of known form, I'd say the Honda is the more likely, since the '88 bike is very similar to the '87 title winner and Honda has reserves of performance in that machine they haven't tapped yet. Magee and Mamola will each win at least one race, and Schwantz will provide the greatest spectacle, but Chili will be the new name in the top echelon.

The 125s? It's a lottery, but because I think he's one of the best five riders in the world in any class, I'll go for Jorge Martinez, also because the Derbi is a development of their title winning 80 and that's no bad thing. But a lot depends on what Honda gives Ezio Gianola, and if Ian McConnachie stays on two wheels on his Cagiva. Martinez will win the title, though, and if he bothers to do the 80cc series, he'll walk that too, otherwise I think Dorflinger will regain his crown on the Krasuer. I don't think Manuel Herreros can put it together over a whole season and though Dorflinger has his flaws, the Swiss rider is still a potent force. But if Martinez rides — forget it.

And the sidecars — well, being a Brit I've got to go for the Brits, don't I? Actually, I think the sidecars will be well worth watching this year, because the action is likely to be pretty frantic up front, but providing their Krauser engines hold out, I think Webster and Hewitt will retain their crowns.

Right — now where's the Japan Air Lines timetable . . .? •



Interview: Freddie Spencer

"I gave it everything I had"

By Henny Ray Abrams

Three-time World Champion Freddie Spencer announced his retirement from motorcycle road racing last week. Although he had been relatively inactive over the past two seasons, the announcement came as a surprise, in light of the fact that he had spent considerable time over the winter getting in shape for the upcoming Grand Prix season. On hearing word of his retirement, we immediately flew to Shreveport, Louisiana, and spent a day with the man they called Fast Freddie. The man who started racing at the age of six, began competing in World Championship road races as a teenager in 1980, and in 1985 became the first rider to win both the 250 and 500cc World Championships in one season. Spencer provided lengthy answers to our questions, answers that perhaps shed more light on the man and his achievements and tribulations than any he has offered in the past.

How did your decision to retire come about?

It pretty much came about the last couple of weeks after I got back from testing in Australia in February. I trained hard in California this winter in a training program that HRC and I had talked about and decided on. I went to Australia and I stayed two extra days to make sure and compare the '87 and '88 bikes (Honda NSR500 GP bikes). Because that's when we'd have to make the changes for this year. In '87 when I tested the bike down there I didn't pick up on as much as I felt I should have for not having ridden in '86. So, I remembered that from last year and I tested both bikes thoroughly so I could tell why the '88 bike would work better.

Why does it work better?

Well, the power. It's more like a superbike. It really is. The thing about the '87 bike is that it was flat in the middle because they tried to put so much power down low. As soon as you'd give it throttle it would break away. The '88 bike...you get the thing spinning and you can control it with the throttle like I do at Daytona. Where I get the thing over — like in turn one. I get in, I get the thing over, I start feeding it throttle, get it spinning and then just give it a whole lot of throttle then it goes straight. Basically you just control it with the rear tire. Rear wheel steering. That's always what's worked for me.

But when I was down there (Australia) Niall (Mackenzie) and Wayne (Gardner) and I really were close as far as the quickest laps but I knew that I could go a lot quicker. That I was capable, that the bike was capable. And I knew how to do it. But I just . . . it just didn't work. I couldn't get in the corners as deep as I wanted to because I was having a little problem with my hand. Really a problem with the amount of force on my hand on the top of it and the nerve running to these two fingers (the index and middle fingers of his right hand). And, you know, that was distracting. And so I came home.

But you know I stayed and I did that and I did the 50 laps. And to run the pace, you need to run within a half a second of your quickest lap. You need to go as quick as you can and be able to go within half a second of that for the entire distance of the Grand Prix. The machines are capable of doing it, they're making the tires capable of doing it, the rider has to be able to do it. In fact, in a couple of sections I was the quickest. But in certain parts where I knew I was having trouble I wasn't (the quickest) and it wasn't evening out. What I was making up in some of the faster sections, I was losing in the part that was really demanding, because of just the stress on the hand. And I have extremely bad tendonitis to the point that my hand bleeds internally.

When did the hand problem occur?

Right about the end of my training period in California. Why it won't respond — and we've consulted with specialists — is that it's so delicate of an area. It's the severe tendinitis problem and it's also because you get so much bleeding and fluid in there, you can't stimulate it that much. You do and just boom, it aggravates it and it gets it inflamed immediately. The only thing that works is — it's like a pitcher's arm — is cortisone injections. It's like (former Cy Young award winning major league pitcher) Danny McClain. You get cortisone shots so much that pretty soon it deteriorates the rotator cuff to where there's nothing left.

My doctor said, "Freddie, I'm not going to give you any more cortisone because pretty soon your tendons will rupture and we'll have to go in there and I don't know if we can fix it to where it will work halfway right."

It's that bad. I could be the first . . . and who's to say why some people, like pitchers, have it and some don't. A lot of times it's what you put it through and how much you've ridden.

And what is it about your riding style that caused the problem?

See, I've always just used two fingers to brake. And I think most people use their whole hand or three fingers and I think it put so much stress on this area. But what it did, it was just that split-second quickness in transition.

And that quick transition from braking to applying throttle was the difference in your riding style and others?

Yes, in transition from braking to getting on the throttle sooner. It's like that half-bike length. And that half-bike length in each corner. And that appears to be 'His bike is quicker' or whatever. But in '83 — and I've looked at the tapes the last week, that was the thing with Kenny (Roberts) — I'd get on the throttle here (indicating with his hand a point in a corner on the track) and he'd get on the throttle here (indicating a point after the first indicated point) where our speeds are equal here (after the exit of the corner). But that little bit that I was able to do here allowed us to be equal. And sure my bike steered a little better than his — there's no doubt about that. And that's kind of where it would even out and that's what made the racing so good.

You can reconsider and you can speculate, but I think the strain of just using these two fingers on the braking could do it. The tendons could just flare right up and then the bleeding. The sheath on the tendon shows a lot of deterioration.

And was this the same problem you had in '86?

No, that was the median nerve. That runs into the wrist and that was blockage. And the nerve was about 10 times normal size and what had happened, I had severe tendinitis in the wrist and the nerve would get pinched. And what it was doing is it was creating a motor problem. In Spain it locked up, it wouldn't work. I had to pull in. It wasn't the pain. I had the pain from the start of the race. And I still eased away. What happened is that it stopped working. My hand just wouldn't come in.

Are the injuries related?

Probably so. Because when he did the operation (in 1986), he looked in there — the top of the hand — and said there were a lot of problems and he said he didn't know how long they'd be able to keep me going.

An operation can't fix it?

No, not really. Because it's so delicate and there's not really anthing you can do. Here in the wrist we did carpal tunnel surgery. And then he cleaned up the tendons where he pulled back the sheaths so when it does flare up . . . but the hand is a lot more delicate area. It's a question of . . . that's where I made the decision.

I don't want to do it any more. There's no reason. I look back on what I've accomplished and I feel very fortunate. And I say fortunate in the aspect of a lot of hard work and many years, and I can walk away from it now. I'm burned out from the injuries and things.

I can look back to October when I was in Japan and we sat down with Honda and they said, 'Are you willing to put out the work to do it?' And I said, 'Yes.' And we laid out the program and I went to California, and before I went to California I trained and rehabilitated my shoulder here in Shreveport. And when I got out to Dean's (trainer Dean Miller) he said, 'You completely rehabilitated your shoulder.' I was in better shape than he expected me to be. That got sent back to HRC and they were happy with that.

So you just had to work on your endurance?

That's right. Which I'd never . . . well, I'd done some. But mainly my endurance came from riding. I've never been much on running. I didn't like to run in high school. I had a very high anaerobic capacity like Ricky Johnson, which means my heart rate would get to a level and I could maintain that. That's one reason why in a race I never faded. What Dean said we had to work on was my aerobic rate, which is what I built up. I can get on my exercise bike and ride for 40 minutes and my heart rate is at 150. Where before it would jump up to 220 or whatever.

But anyhow I did all that. I went out there and I went through it and I never regretted it. I wanted to know . . . it's like that's why there's no regrets as far as making the decision now at this particular time.

Because when I went to Australia, it wasn't a question of well, maybe if this was a little stronger or whatever.

But when you went to Australia you went thinking that you'd be racing this year. Right?

That's right. I did, definitely. That's why I stayed the two extra days. If I didn't think I was (racing this year), I would have come right home. But I wanted to make sure that what I thought on the '87 bike — the difference was correct — and reconfirm what I already thought. But as soon as it wasn't any better and I got home and I thought a lot about it and I reflected on what I'd said I was going to do to get ready. And sure, you can always do more. You can do 20 hours a day. When you do what you think is correct and the riding and everything. That's what a lot of the decision was based on; what I've already accomplished and the standard that I set for myself and what I said a few years ago which was when the day comes that I can't go out there and live up to the standard that I've set for myself, that other people expect, not what other people expect and *then* what I expect from myself. What you're used to seeing. Take the Le Mans tape from 1985. I've looked at it now. And I look back at it. I'd never viewed it as something to be really proud of. I look at it now and I really am proud of it. Each lap . . . I did it right.

Anyway, I went to California and worked that hard: to get that back and perform at that level each and every week. And I envisioned Wayne (Gardner) and Eddie (Lawson) and I — I believe we could have had some great battles. It didn't have to be where I won by 80 seconds or something like that because I had no idea what was really going to happen. All I knew was that I was going to be the best I could be and the bike was going to be the best that it could be. I think there could have been some great racing. The people would really have enjoyed it.

It would have been great to go out as World Champion, but it was not the most important thing. When I set out on this I was going to give 100-percent and whatever happened, happened. And I could live with that, because I have been off two years and I'm very realistic. Still, if I didn't think I could win and have a chance to win the World Championship I wouldn't get back out there. I wouldn't waste my time or anyone else's.

You don't ride to score points.

No, I don't. I ride to win and then score points. But if you win you score more points than anyone else. I would go out there with the strategy to win the World Championship and along the way you have to win a lot of races. Because nowadays — even in '85 — the bikes just don't break. They're very reliable.

So when did you actually make the decision to retire? You sound as though you pretty much knew you would when you were in Australia.

No, not really. It was after I came home. I came home and I was still trying. I sat down with my doctor and I rode some more here on my dirt track. And the thing was I went through those three or four days and the period of time for it to recuperate was too long. You can't go out there and race back-to-back plus qualifying and then it flares up and then it's not good for the next week. It's not like I'm a pitcher and they can put me in the bullpen and pull me out.

Was there ever any thought that if you let it rest for a year it might be good for next year?

I really didn't give it any thought. Because I felt that being away from it two years is bad enough. Because of the amount of work I put into it and Wayne and Eddie are improving and they're great riders. And there's other people coming up. So no matter how good you are there's that edge that you have to maintain. And being away a year, not so much the other people, but how much I changed . . . how much you forget and not know you forgot would be too great an obstacle to overcome.

Plus I think that from the time I was six years old I've never been away from racing. People talk about other people when they take a vacation or maybe a week off they get away from it or forget about it. I never have. It's always been on my mind. That's probably, maybe, the difference between people. At the GPs I would come home for the week or during the week and that's why I would do it; to get away from the environment and then get recharged and go back fully focused and recharged. And I could do that. But there's not enough time any more.

Were any of your troubles last year because of lack of concentration? You made mistakes that you hadn't made before, like in Yugoslavia you wouldn't normally make the mistake of hitting the painted line.

Yes, I said that before. It definitely was one of not being there every week. I was capable of putting in the quick lap. We're talking a miniscule amount of difference. You hit the point. How small an area do you hit for the thing to come around? So, sure that happened due to not riding every week.

You told me in Italy that you didn't think that you could win on that bike and that you were going to finish fourth or fifth. Was that a hard decision for you to come to? Was that the first time that you realized that you could no longer win or that winning wasn't something that you pretty much expected to happen?

That was probably . . . I'll tell you what because you asked me that before and I really didn't remember it until I put some thought into it. It's something that I normally wouldn't say. It's probably one of just frustration. I know that I was very frustrated because of the injuries and each time I'd think about the injuries I'd go back in my mind to Daytona and I remembered how good it felt to put in that quick lap there in qualifying and how I could rise to the occasion just like before and then — boom! — a guy falls down in front of me. And then being injured constantly and just riding injured and trying to live up to the expectations that I set for myself and, of course, what other people expect, and that you feel like you're capable of. The machine — it just wouldn't do what I wanted it to do. It was a whole combination of things. It was a very realistic statement, but it was also one that was just spoken out of frustration.

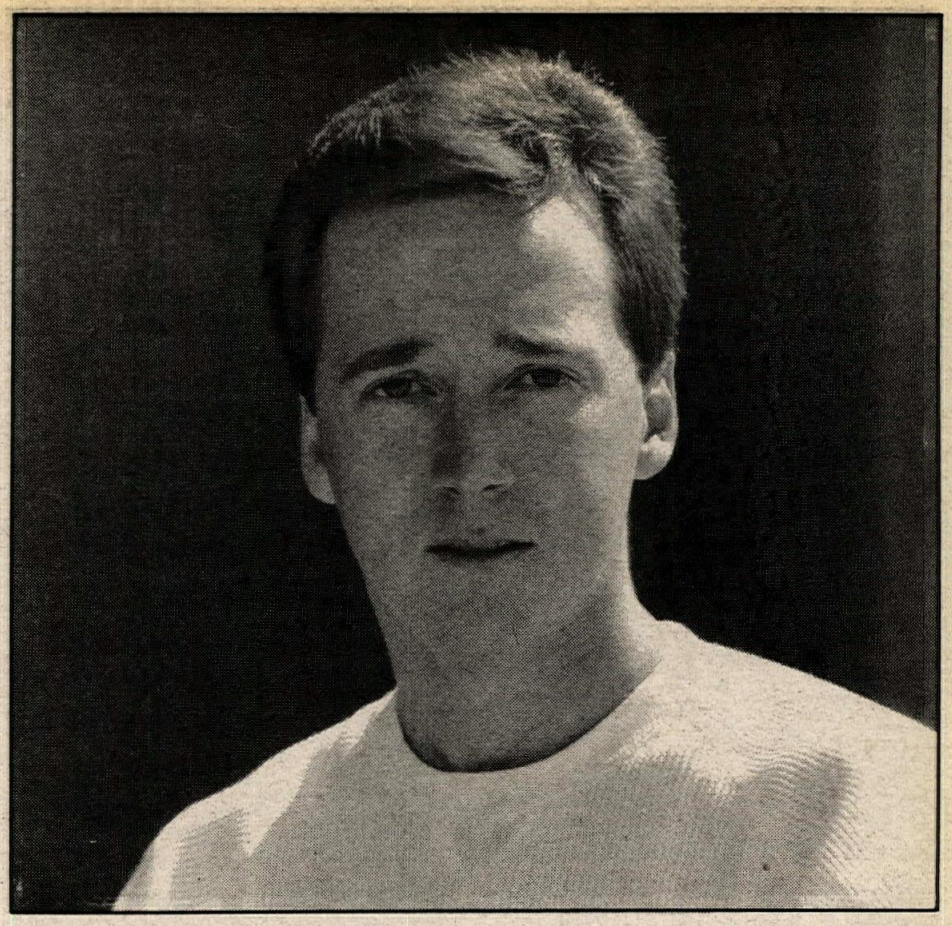
The machine was just not right for you, but it was good enough to win a World Championship.

There's no doubt. And being injured too. When you're injured like that you're hesitant. You're not as aggressive as you would be to overcome that problem. Like in Australia this year I rode the '87 bike and it was slower than the '88 bike, but it was spinning just like the old days and steering it and stuff like that, but I was healthy for a while. Healthy as far as being strong and fit.

Certainly, concentration was one of my strong points.

When did you compete in your last good race?

Actually, as far as good, the first laps of Spain in '86. I was in better shape



then than I was in '85. I really felt good then.

You don't think '85 burned you out by doing two classes?

I'm sure it did. There's no doubt. I mean, how much, who's to say?

And that off-season was a tough time all around before you even got to Spain. And just to get back to that point . . .

That's right. And to get back to that point without testing or riding or anything. And it only took me a couple of days and I was on the pole again. And I believe I could have won the race and things probably would have been OK. Who knows? I can't say I'd be a World Champion. But it felt good and I was winning and it looked good. It was comfortable. I was controlling the race and controlling what I needed to do. I ws not being forced to do something out of my style. But before that, Sweden, winning the 500 race there was really good because I didn't have to win, but it went very good. I mean there were a lot of races in '85.

What was the favorite race of your career?

Well, different races for different reasons. The most tactically perfect race was in Imola in 1983 where I did exactly what I needed to do to win the World Championship. I kept Kenny (Roberts) from being able to do what he wanted to do to win the World Championship. So, using my head each and every lap . . . well, that was probably the best race.

The most demanding race was Spain '83 because of the heat and what I had to do to stay up with him (Roberts) long enough to take advantage of the few things that went my way at the very end.

Did you feel a letdown after '83?

There's no doubt. I knew Kenny, each and every week was not only quick, but strategic. It was like playing with a great chess player. That's the way . . . it's methodical and I understand that. That's what made Kenny good. He thought each and every lap. And it was a challenge. I mean the race would sometimes end too soon. While it's happening you can't wait for it to end. But afterwards it's very thrilling. It wasn't just talent. It was the level that we raced at. We seemed to bring the best out of each other. And, of course, I've never had a battle with anybody else on a week-in, week-out basis like that.

Like I said, I'm looking at the films now (from '83) and if you saw him you saw me. If I was behind, I'd get up and if he was behind he'd get up there. Like in Spain, my quickest lap was the last lap of that race. That's really incredible. But that's what I had to do to win.

Do you think people will be skeptical about your reason for retiring? And does it matter to you?

Sure it matters to a degree, but I mean, I would hope not. Because, first off, most people know about the training program. I mean that was public. I never really did anything that public before. But it was because I just wanted to do whatever it took to get in the best possible shape because of the fact of Honda not knowing or whoever.

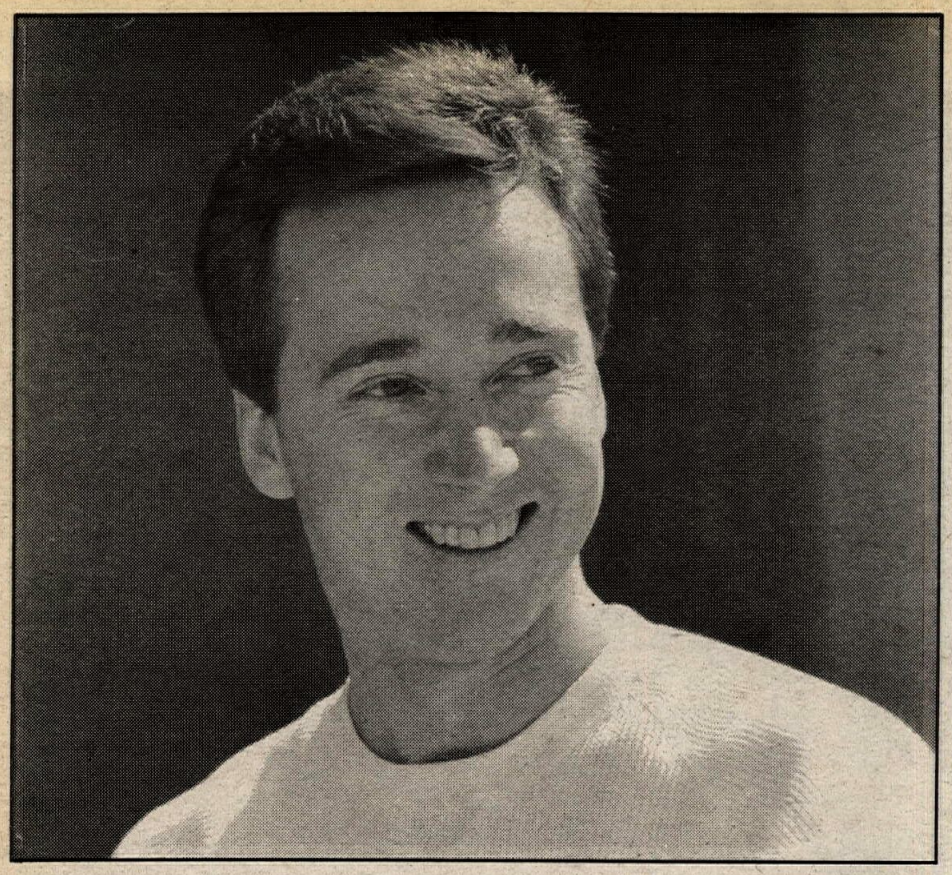
It's just purely a decision based on the fact I can't perform up to that level and that's what I told Honda and Rothmans and myself. And they understood. And they appreciated the fact because they know what I went through. And that's why there was so much support for me. Because they set the program and I did it. And they got reports and they know everything about it. Surely, there's going to be skepticism, just people that want to be skeptical. But there's really nothing you can do about that. I wanted to be positive and that's why I didn't want to get into the season and get into the first race and then have problems because that creates it a little bit. You know, like if you're just out there trying to . . .

Collect a paycheck.

Right, I just didn't want any of that. That's not the way it should be.

Do you think the past two years will hurt the way that people will remember you?

I don't think it will after a few years and they look back on it. I think every person, every athlete . . . like Walter Payton (NFL football great who retired at the end of the past season), he didn't have a great year. But it's like an athlete who's been great and they've been injured and they can't perform. And that's about as simple as it's been for me. In the inner circles of the sport something may happen, a lot of talk or something like that, but it's just talk. Anytime that you have a lot riding on it, a lot of people want to see it, a lot of people want to know, then you've got a lot of different opinions. There's nothing more, there's nothing less really to



it. It would have been great to win the World Championship again in '86 and '87, but I can't do anything about that.

It's still amazing to me that you can be so rational about it. It's such a radical change in lifestyle.

It was very difficult. I went through periods . . . it was emotional. Don't think that there's not any . . . I'm sitting here rationally because I'm explaining it; how I came about making the decision and how I feel. But it was tough. It was tough for me to accept that. But once I accepted it, you have to move forward. That's the reason that I could win two World Championships. After South Africa in 1985 if I didn't have that type of mentality, that type of approach, I'd have dropped the 250, because everybody felt I should have. I heard, 'Oh no, Eddie won the (500) race,' but you know I said, 'Hey, let's look at this realistically. This is the commitment we made. This is what we need to do to get this result. That's why I was able to do it. That's why I was able to get off the 500 and then put on different kneepads and get some water and get on the 250. It's emotional and everything, but that's not the time for it because you can't make the best decision.

So, I've already been through the wondering and the sleepless nights making the decision. But it had to be made. And it was tougher to do it now than when you don't have a choice. It's tougher to stand up now and walk away. It would have been a lot easier to get out there and take the money and ride around and everybody probably would have accepted me just going around or whatever for a while.

I don't think they would have.

No, not for very long. I get a lot of letters every week from people who just want to see me get back out there, but they want to see me get back out there and perform at the level they're used to seeing. And I know that.

Have you ever thought about what made you so fast?

Sharon (Freddie's girlfriend) says I have an overactive mind. A lot of times it just works all night long.

But does that help in racing?

Oh yeah.

So you could process all the information you're getting?

And I don't get distracted. It's something that you either have or you have to teach yourself to do. When you're growing up and having to be an adult and having to go out there each Friday night (and race) and growing up so fast was good in one aspect, but it's bad in others. Because you have to grow up too fast and you put too much responsiblity on yourself. But what the positive side is to it is the fact that I would think rationally and methodically. Like I would go to school and some kid — say your friend — does something that hurts your feelings or whatever and then you get to the race track and — boom! — you put that aside and it doesn't affect you. You go out there and you do that once and you start doing and doing and doing it. And there's a separation and that's what I could do for all those years. Nothing, nothing affected my performance itself. Nothing.

Which is why you spent a lot of time in your motorhome at races not being distracted.

But it wasn't an act. I wasn't really covering anything up as far as staying up there talking or whatever. Once I got on the bike something would come over me. And plus I would simplify it. I've talked before about my approach which was pretty simple. People tried to complicate it. And it is complicated, but to me it's not complicated. To me it's pretty simple.

Is there some relief that that part of your life is if not over with at least on hold?

(Laughing) Yeah, wouldn't there be some relief to you?

There would, but, again, you have to do something with the rest of your life and you'll want to do it at the same standard so you may be starting all over again.

But I will be starting over and there is something to the thing that my career in motorcycling started with my dad. I mean, my dad didn't force me to do it in any way. I enjoyed the pleasure it brought him. My dad's a real racer in that respect. I just created that part of me and it's a product of the type person that I am. And that's what's made the racer so good. The ability, the God-given ability, but also the product of being the type person that I am. It has nothing to do with being an enthusiast, because I'm not an enthusiast. When somebody tells me just go out there and enjoy it, well, I didn't enjoy it. It's not a question of enjoying it when it was good. That's not why I was out there. So I just can't go out there and enjoy it. The enjoyment was a product of how it went and how satisfying it was after it was all over.

Let's talk for a minute about Erv Kanemoto (Spencer's tuner and HRC crew chief), because I don't think a lot of what you did would have been possible without him.

There's no doubt. Erv helped me to utilize my abilities to think out how to make the decisions. How to arrive at the decisions. Because Erv thinks that way too.

Erv would always keep things from you that might be distracting.

That's right. To keep things as simple as possible. And that simple approach I had before. The great thing about my relationship with Erv is that not only first and foremost I care about him as a person and respect him as a person, but the fact that he brought out the best in me. And we complemented each other's approach, which was simple, methodical and the way we started testing to where everything was well thought out and planned and I would follow it. I would follow his plan and he would also follow mine. And I would do what he would want to do and I would trust his decisions and he trusted my judgement. So it all worked together.

How do you split up the decisions? Some days it would be more Erv; some days it was more me. You never know what would have happened but still I wouldn't have wanted it to happen any other way.

Do you feel bad for him about the way the last two years have gone?

Yeah. Because it's taken a tremendous toll on him. That was taken into consideration with my decision — Erv's feelings — and I couldn't put him through that. I care about him too much as a person and respect him too much as my friend to put him through that again. He couldn't take it.

Does he ever not think about racing?

No, he's as bad as me.

He's worse.

Well, he's probably worse because it's his whole life.

He's 42 years old.

He's 44 years old. (Laughing) Ask him. Because he's sensitive about it.

But he does think about it all the time. You can be talking to him and you know that his mind is on racing.

And that's a problem. And also I think it's affected Erv too. He's tired. And winning, that's what motivates Erv. And because of the last two years if I couldn't say, 'Erv, hey, it's going to be OK,' I don't want to do it either. Because when I say that to him, and I've said it a lot of times, he knows it is going to be OK. And I like the fact of being able to do that for him. Because he works. And I do too, but a lot of times you just can't see it.

Your method of dealing with Erv or mechanics in general is you would get ready, you'd come into the tent and get onto the bike and ride it. Some people have criticized you for not hanging out with the guys, but, curiously, the people that criticize your manner are the riders, not the mechanics.

And if you notice, we never had problems with the bikes in '85. Because they (the mechanics) weren't distracted. First and foremost those guys are working nine to 10 hours a day. And more than that. I'd go in, especially after a race, and we'd have dinner sometimes. You might have noticed that they weren't there all night because I didn't make them make changes because it was so well prepared so much ahead of time.

Nothing against Randy (Mamola), but you know you can laugh and all this, and it keeps them late and they're tired and it can make them make that small little error the next day.

I liked Jerry (Burgess, formerly Spencer's mechanic and now Wayne Gardner's chief mechanic) and I really liked George (Vukmanovich, Mamola's crew chief) and of course Erv and Stuart (Shenton, currently with Gardner). I mean that was the best crew. That was the best crew there ever was. They are the reasons that the bike worked every week and we didn't have any trouble. It was perfect. If you look at it there were really no mistakes made that whole year from anybody's standpoint. Everybody kicked in. What I really appreciated is that if there was a problem on the 250 the 500 guys would help and on the 500 Stuart and Gilles would jump in and help George and Jerry and that made it easier for Erv and made it easier for me.

Was winning the two titles one of the last real goals you set for yourself? After that, was that a problem?

Sure it was a problem. I'm a goal-oriented person anyway. And it's necessary because I have that type of approach. It's basically pretty unemotional. That is what motivates you, that is your approach. It's difficult to fool yourself. And that's another thing that made this decision not so much easier but just quicker — is the fact that everything had worked. I went out and did the training. Did that 100-percent. Went testing. The bikes were good. The tires were good. We got a problem. Something's broken. A tool's not working and we can't do it. That's it. There's no question. The goal was that I would like to have come back. Nobody has, obviously, come back from a two-year problem like this, but only under one condition — that I could participate at the level that I would have to to win the World Championship, out of respect for the other guys. And that's it. I don't fool myself.

Would you do anything differently, knowing now what's happened over the last two years?

Oh, I would have retired after 1985. That's probably a severe statement, but it's definitely accurate, because of knowing what it did and knowing that it was like I'm sure that I was capable. I came back in '86 and who knows what would have happened. But physically what it took out of me with all the years and everything . . . hindsight is 20/20, and I'm not going to sit here and say I made all perfect decisions. I'm human and I make mistakes. But sure, that would have been the best time to walk away. And it probably would have been the best time emotionally, mentally, and physically. To say I gave it everything I had. I did everything I wanted to and I've given it everything I had.

How do you think you'll be remembered and how do you want to be remembered?

That's for you guys or the historians or the people to decide. I hope to be remembered as somebody who gave a lot and brought a lot of enjoyment to the fans and even, hopefully, some to my critics. It gave them something to write about — the excitement and the drama. Sure, I would like to be remembered as one of the top riders. And one that gave '83 as the best season or whatever. I'm very proud of that and real fortunate to be involved in that. So there's a lot of that. But first and foremost to be respected. Because when I was out there I cared a lot about it. I cared about how hard I tried and I did try hard and that's probably what burned me out. Because of the amount of effort I did put into it. To live up to the standard that I'd set. I hope they respect that. I want to be respected for that. •

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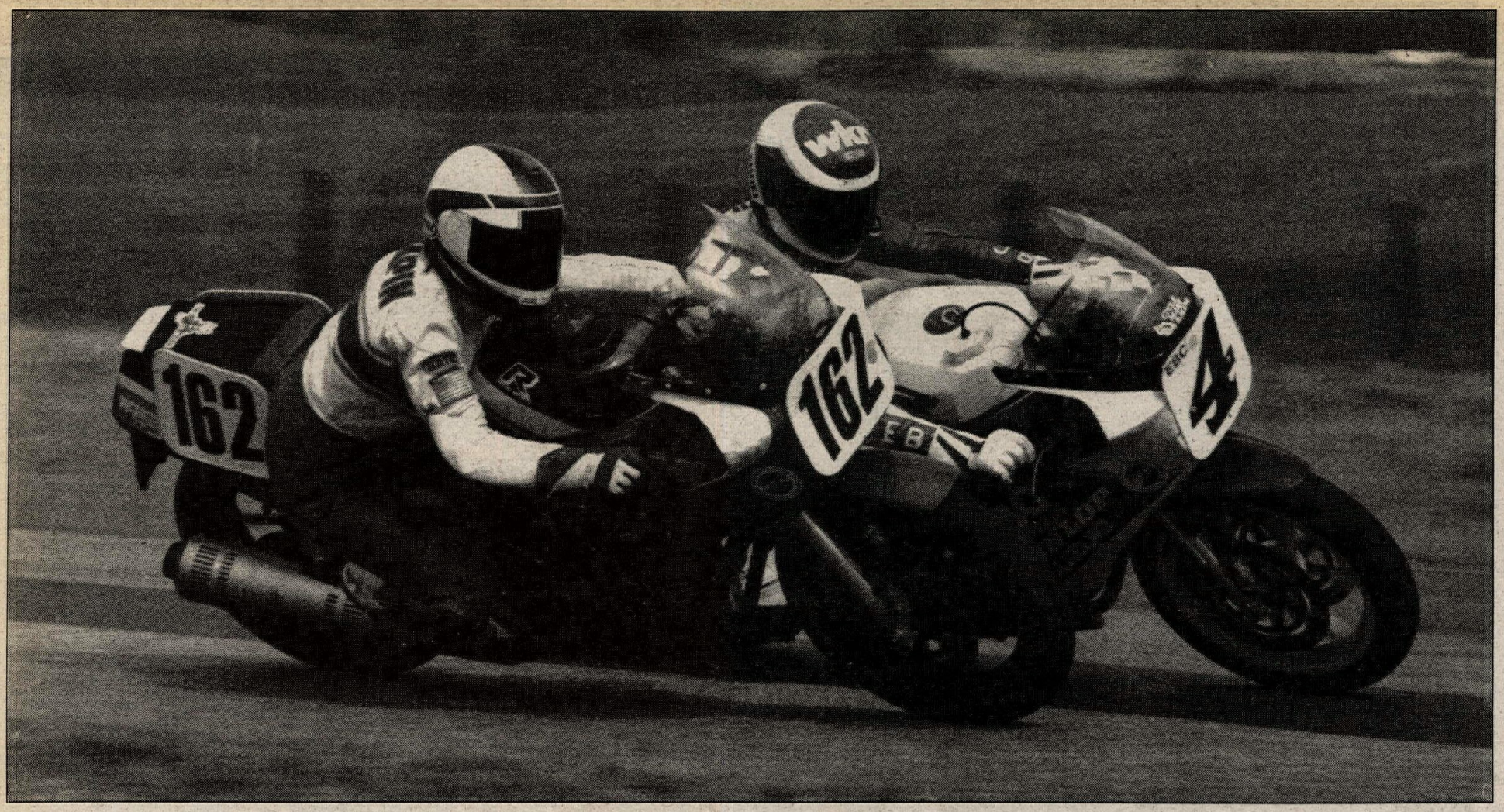
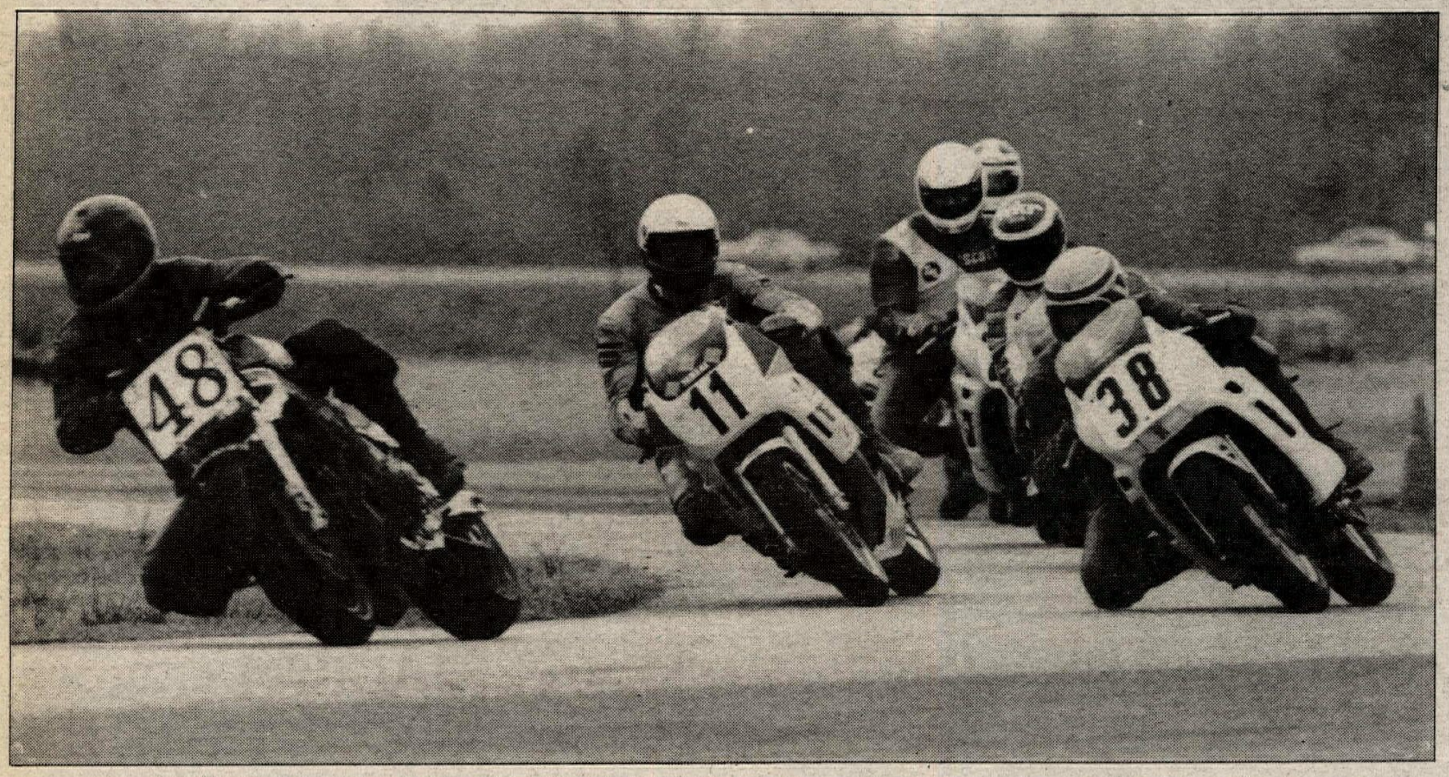


Solmax Racing's Scott Russell (4) put the move on Wood Racing (162) during WERA's National Endurance Road Race in Talledaga; Solmax won.



Heavyweight Superbike entry GT Racing (48), on a Suzuki, leads Lightweight division winner Red Stripe (11), aboard a Yamaha, and the Middleweight Superbike Suzuki of Warp Drive Racing (38).

WERA National Endurance Road Race Series: Round 1

Solmax dominates season opener

By Larry Lawrence

TALLADEGA, AL, MAR. 12

Solmax Racing went into round one of the WERA National Endurance Series with a new machine and a new rider, but it was part of the old Solmax that led the team to a convincing win at the Talladega Six-Hour.

Second-year team rider Scott Russell, who hooked up with new Solmax man Kevin Rentzell on the team's new Suzuki GSXR1100, was the star of the show. He lapped the entire 41-bike field in the first hour and eventually led the team back to a come-from-behind victory over Yamaha-mounted Kayo Racing and defending WERA champions Team Suzuki.

Solmax has made some dramatic changes to its team for the 1988 season. The team switched to Suzuki after three years of riding Yamahas and the team roster now includes Tennessee rider Rentzell. Ronnie Bowen and Vic Fasola are sharing the tuning duties on the 1988 GSXRs and the team is backed by EBC Brakes/Dunlop/Kal-Gard as well as Suzuki.

"We switched because Suzuki made us a better offer," said Team Captain Cindy Bowen. "Suzuki wants the WERA production title and our goal is to give it to them."

After the way the team rode at Talladega, no one would argue their chances of reaching their goal.

Russell reportedly broke Doug Polen's Talladega track record during Friday's practice session. Russell had some lofty goals for the start of the endurance.

"I want to get into the 58s during the first couple of laps of the endurance," he said. Russell's Friday time was 59:27 seconds.

Cool and windy conditions at the start of the race nixed Russell's record attempt, but it didn't stop him him from blasting past Team Suzuki's Jamie James in turn two then proceeding to widen Solmax's lead, lap after lap.

Kurt Hall passed James to grab second for the Human Race Team but James turned up the juice on the big Suzuki and went ahead of Hall after about 20 laps of wheel-to-wheel racing between the two.

In the first hour, Dreyer Racing's Gene Burcham held down fourth just seconds ahead of Jeff Dean on the Kayo entry. Team Mid-South Sport Riders was doing a great job on the Mid-South 600 Katana, running in eighth overall. The team dropped back later after Dhane Marques went down.

By the end of the first hour Russell had lapped the entire field on the Solmax Suzuki, averaging a blistering 75.4 mph, (the track record is just a click over 78 mph).

The only thing that could stop the Solmax freight train was a crash and that's exactly what happened to the team shortly in the second hour. A rider lost control of his bike and crashed just in front of Rentzell, who didn't have time to avoid the sliding bike. It hit the Solmax machine sending it off the track before crashing.

"The bike just slid right into me. There was nothing I could do," said a frustrated Rentzell after the incident. The bike's damage was light but Rentzell had a badly bruised shoulder and Solmax had no backup rider to take his place. Russell went back out after the crew repaired the machine but the team was down seven laps to the new leader Team

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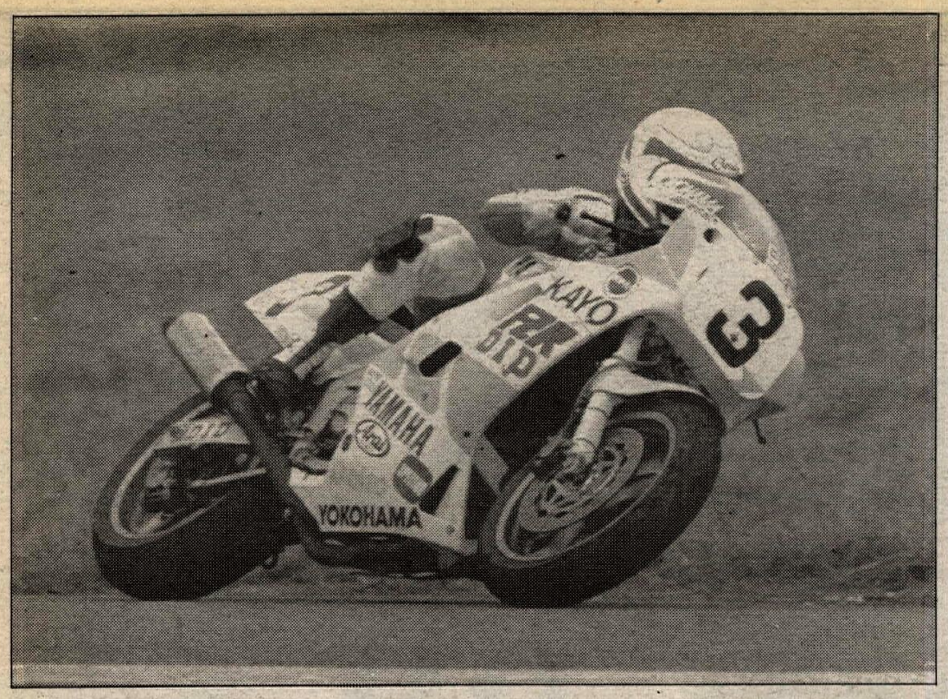
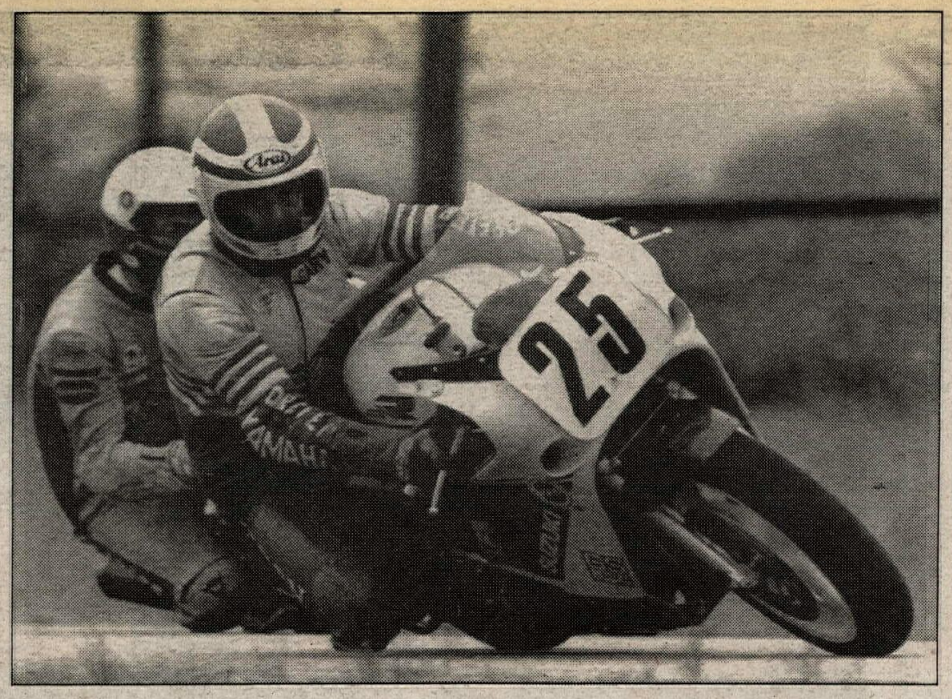
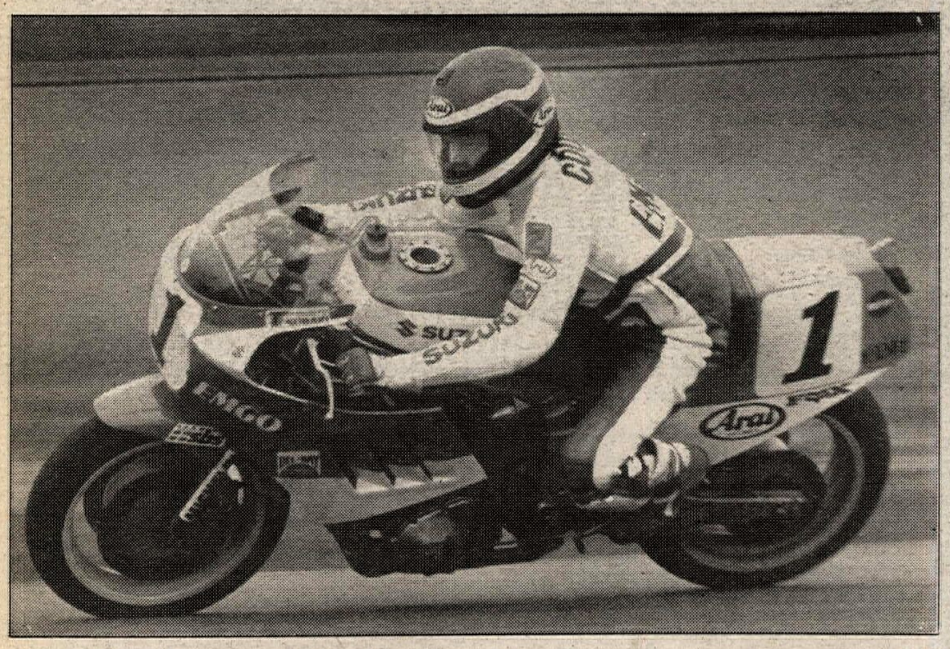


Kayo Racing's Ken Welty, Mark Heiser and Jeffrey Dean finished 312 laps aboard their Yamaha FZR750 to collect second overall.



Dreyer Racing's Gary Jeffries (above) teamed with Gene Burcham and Duane Dreyer to power the GSXR750-mounted team to fifth place.

Team Suzuki (1) set the pace for the Human Race Team (2), Hard Core Racing (52), Team Gateway (92) and Fifty-One-Fifty (563). Suzuki finished third; Gateway took seventh and Fifty-One-Fifty finished eighth.



Team Suzuki veteran Wes Cooley, who returned to racing earlier this year, substituted for a sick Mike Harth during WERA endurance action.

Suzuki, and unless the pain in Rentzell's shoulder went away Russell would have to ride without a rest.

The second hour went smoothly for Team Suzuki veteran Wes Cooley (subbing for a sick Mike Harth). Cooley was lapping the course at a quick pace and Suzuki's plan of smooth, consistent riding seemed to be working well. The ultra-consistent Human Race Team held a comfortable second place with Kayo making a jump up to third place.

Fifty One Fifty Racing riders Jay Denham and Craig Renck made the biggest jump in the second hour, going from 12th spot to sixth in one hour, just behind Free Bud and Team Gateway. Kentucky-based Red Stripe Racing cracked the top 10 the second hour thanks to the strong riding of Brent Schuster and Don Fielden, on a Yamaha FZR400.

The third hour featured a bunching up of top teams. Only two laps separated the top six teams and Solmax was back in the hunt, running sixh, and gaining ground at the halfway point. The Alabama skies had threatened rain all morning and at the end of the third hour a few sprinkles were being reported on the back section; the weather would become an important factor in the race.

Team Suzuki lost the lead in the fourth hour to the Human Race Team; the five time WERA Champions didn't have their regular crew and at times it showed with several slower-than-normal pit stops. Solmax continued their strong comeback even after a sore Rentzell went down for the second time in a crash caused by wet pavement. The crash did no more than put some mud on the Solmax Suzuki. Other teams weren't quite so lucky when the rain began to fall in earnest.

Team Indy was making an impressive debut on the Indy Suzuki Katana with a solid lead on the mediumweight superbike before a series of wet pavement-induced accidents put the team out of commission.

Both the leaders crashed in the fifth hour. Jamie James crashed on the Team Suzuki machine and ground off some of the quick tire change equipment, costing the team valuable time. Human Race rider Kurt Hall experienced a high-speed crash but was unhurt. Unfortunately the same could not be said of the Human Race Yamaha. The crash damaged the big FZR's motor; gas in the cylinder was the suspected culprit.

With the slew of crashes, Solmax regained the lead and never looked back. Kayo's nearly flawless ride was also paying off. The team had their Yamaha in second, poised to take the win should Solmax make a mistake.

Former lightweight champs Royale Racing, now riding a 600 Suzuki in the Mediumweight Production class, looked to have that class wrapped up but a Jim East crash broke an oil-sending unit, handing the class victory to consistent-running John Tauzin and Edward Jones on the Cycle Exchange Honda Hurricane.

Red Stripe continued their excellent ride to win the Lightweight class by five laps over Canadian team Cycle Speed Racing. Another Canadian team, Team Squash, finished out a great ride with Steve Caya and Richard Nelson winning the Mediumweight Superbike class on a 600cc Hurricane.

Russell continued to pull away from Kayo in the last hour, turning lap times three seconds per lap faster than any other team on the track. Solmax finished with 315 laps, three laps ahead of Kayo Racing and seven laps ahead of third place Team Suzuki.

Michigan riders Dave Knapp and Fritz Kling teamed up to finish a strong fourth on a three-year-old Yamaha FZ750, both riders rode strongly in the rain, something they do quite often in Michigan.

Hoosiers Gene Burcham and Gary Jeffries rode a trouble-free race on a brand new 1988 GSXR750 (there was less than 100 miles on the odometer before the race) to round out the top five on the Dreyer Racing entry.

The WERA series travels to the West Coast on April 16 for round two of the series, to be held at Willow Spings Raceway in Rosamond, California. ●

Results

O/A: 1. Solmax Racing USA (Suz); 2. Kayo Racing (Yam); 3. Team Suzuki (Suz); 4. Free Bud Racing (Yam); 5. Dreyer Racing (Suz); 6. Team Squash (Hon); 7. Team Gateway (Suz); 8. Fifty-One-Fifty (Suz); 9. G.K. Cycles (Suz); 10. Red Stripe (Yam).

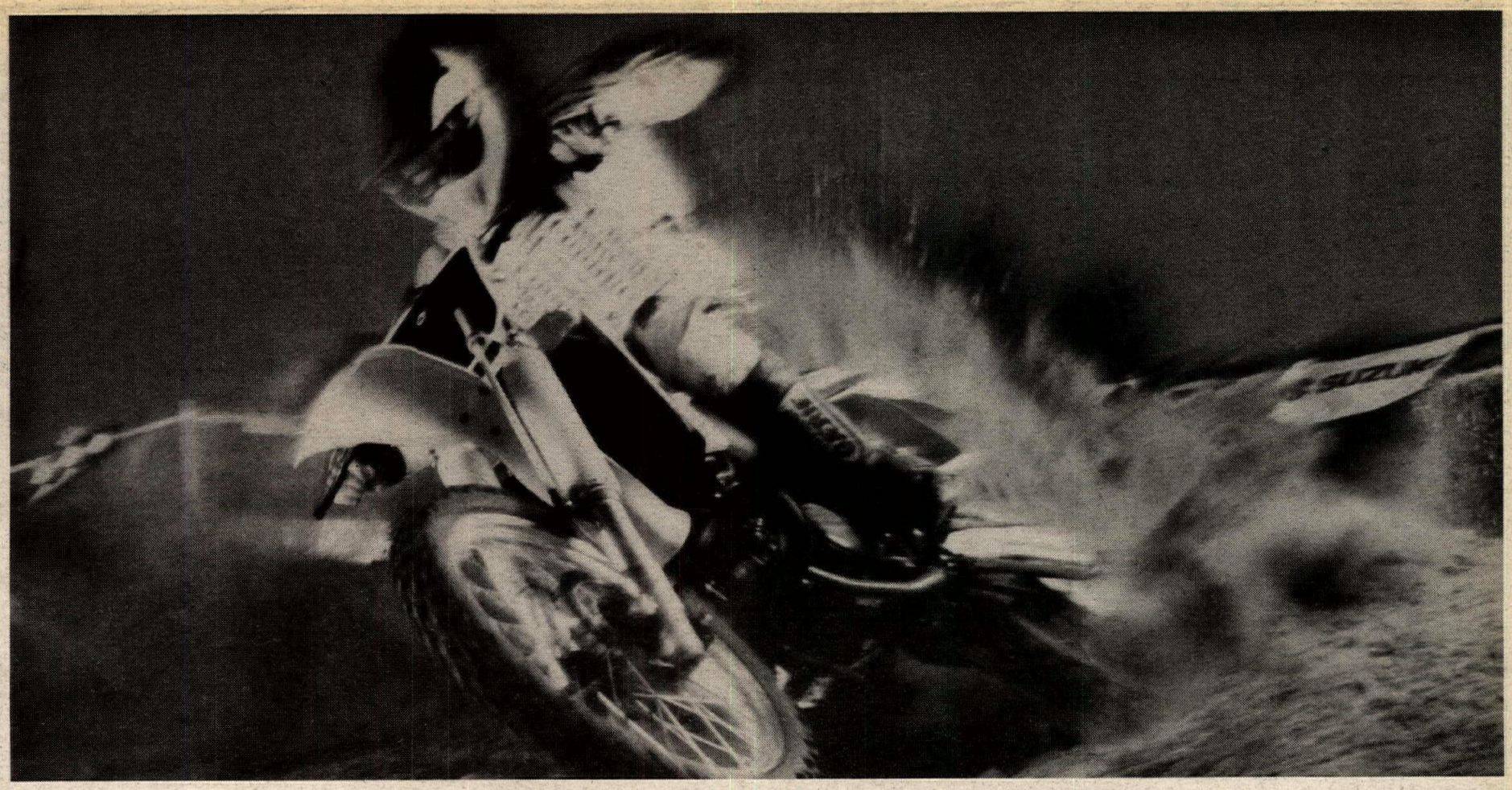
M/W PROD: 1. Solmax Racing USA (Suz); 2. Dreyer Racing (Suz); 3. Fifty-One-Fifty (Suz).

M/W POD: 1. Cycle Exchange (Hon); 2. Royale Racing (Suz); 3. Team MSSR (Suz).

H/W S/BK: 1. Kayo Racing (Yam); 2. Team Suzuki (Suz); 3. Free Bud Racing (Yam).

M/W S/BK: 1. Team Squash (Hon); 2. BMH Racing (Hon); 3. PDQ (Suz).

L/W: 1. Red Stripe (Yam); 2. Cycle Speed Racing (Yam); 3. FBI (Yam).



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Winner Brian Swink (257) leads Ben Heibel (90) and Heath Kirkland (81) during a heated battle in the Mini Stock Expert class. Michigan's Swink also topped the Mini Open division.

Honda-mounted Tim Hodes won the Mini Expert (12-16) class.

Dennis Hawthorne was a top contender in the 250cc Expert class, spending both motos dicing with eventual class winner Mike Kiedrowski.

GNC International Motocross Final

Kiedrowski, Pederson tear 'em up in Texas

By Karel Kramer
Photos by Carol Kramer

LAKE WHITNEY, TX, MAR. 12-13

Texas riders Dennis Hawthorne, Jack Ricks and Tim Hodes did their best to keep the biggest trophies and checks from heading to other states at the Grand National Championship's International Motocross Final, but the lion's share of the money left for California with Team Green's Mike Kiedrowski, and four of the six-foot wooden trophies were packed off to Fort Dodge, Iowa, by Yamaha support rider Chad Pederson.

Tim Hoades did a little better as the Killeen, Texas, Honda racer converted a holeshot in the final moto and some miscues by Michigan's Brian Swink into a six-foot trophy of his own for the Minibike Expert class. Swink did manage to wedge two of the life-size trophies into his trailer full of Kawasakis after dominating the Mini Stock Expert and Mini Open classes.

GNC runs one moto of each class each day, and the stage was set for a California versus Texas battle early the first day in the Expert classes. Hawthorne made his name in Pro racing at Lake Whitney on a 500cc Husky in 1982, and he used those years of experience to grab the start of the first 250cc Expert moto. Overnight rains made the smooth sand slick, but extremely fast, and Kiedrowski looked like a sand-cast Gumby by the time he caught Hawthorne midmoto. Kiedrowski made his move going into a tight turn, but Hawthorne didn't let off, and Kiedrowski high-sided back to fourth place.

Hawthorne got less than a lap to relax before Kiedrowski was back on his tail. They battled side-by-side until Kiedrowski forced his way by on the last lap to win the moto.

"I drove too far to get second," Kiedrowski said.

In the Sunday final Hawthorne snatched the holeshot again, but by the end of the first lap Kiedrowski was in second again ahead of Kawasaki-mounted Mike Pascarella and Dennis Stephenson, Yamaha pilot Mike Stahlman, Kawasaki rider Lowell Thomson and Yamaha-mounted Mike LaRocco. Like Saturday, the track was so smooth, fast and unlined, there was not much passing, though Kiedrowski went by Hawthorne in the back section of the track on the fourth lap. There was no practice on Sunday, and the 250cc Expert class was the third race on the track. More lines would have made for a better race.

Hawthorne held second for the whole race, but Stephenson worked into third with Pascarella fourth, LaRocco fifth and Stahlman sixth. Pascarella had trouble at the start of the first moto, and he and Stahlman didn't feature in the top 10 of the final point tallies.

Kiedrowski took the point position with Hawthorne, Stephenson, LaRocco and Thomson finishing out the top five.

The same three Kawasaki riders took the top honors in the 125cc Expert class. Kiedrowski's Team Green/Answer/Pro-Circuit-sponsored machines topped every Expert moto of the weekend, though the other rider's finishes were not so consistent.

Keidrowski took the lead in Saturday's 125cc Expert moto late in the race and pulled out to a safe lead, though Hawthorne kept the gas on for the entire moto. Likewise, Stahlman had a fairly safe margin in third for most of the moto. The race to watch was a battle between Kawasaki rider Jay Mann, Yamaha rider Larry Ward, local Texas Kawasaki pilot Jason Langford and LaRocco.

The confrontation ended naturally with Kiedrowski taking the moto over Hawthorne and Stahlman with Ward, Mann, LaRocco, Langford and Stephenson following at the checkered flag.

Keidrowski had to work harder for the second moto. Hawthorne holeshot again with Mann, Stephenson, LaRocco, Thomson, Pascarella and Kiedrowski behind after things settled out some on the second lap. First Stephenson knocked Mann back a place, then Kiedrowski started picking off one or two riders a lap. By lap six Hawthorne, Stephenson and Kiedrowski were all within three feet of each other. A lap later Kiedrowki was leading, and a lap after that Stephenson grabbed second from Hawthorne. They finished that way with LaRocco and Mann rounding out the top five in the moto and the overall finishing positions.

Kiedrowski pocketed $1200 for the two class wins — roughly three times what he'd make for winning an outdoor 125cc National.

Pederson made the same impression on the Intermediate classes with his Yamaha/PJ1/Scott/Fox/Maier/Bell-sponsored Yamahas. He took the 125cc Stock and Modified Intermediate classes as well as the 250cc Stock and Modified Intermediate events. In the Saturday events Pederson and local rider Jack Ricks III finished with perfect scores in the A and B divisions of both 125cc Intermediate classes, and that sent them into Sunday's finals tied, with Plano, Texas, Yamaha rider Grayson Goodman close enough to be a threat for the win in both classes.

The winner of the finals were anyone's guess on Sunday. Ricks had

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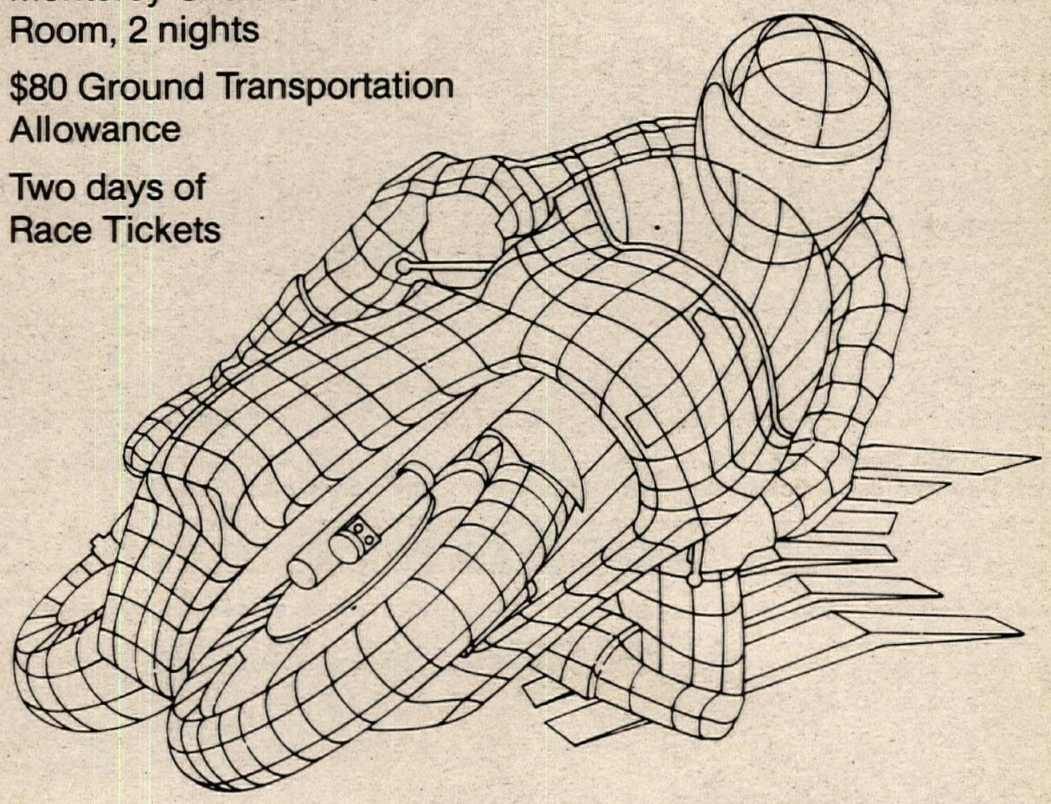

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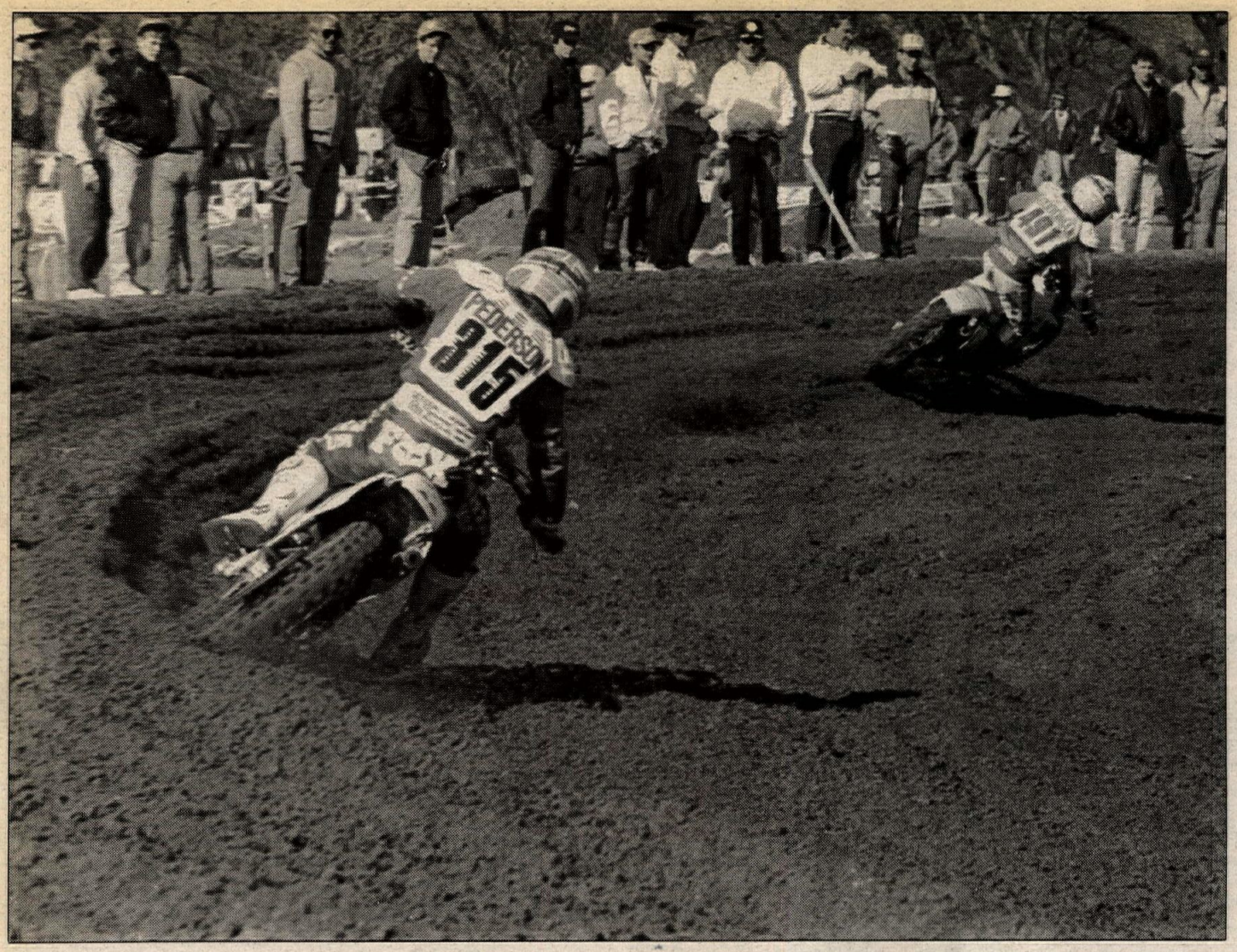


Iowa's Chad Pederson (315) topped both 125cc Intermediate classes as well as the 250cc Stock Intermediates.

Grayson Goodman holeshots the start of one of the 125cc Intermediate classes. His best finish was a second.

beat Pederson in the first 250cc Intermediate moto, but both were undefeated on the 125s.

The first Intermediate final was the 250cc Modified Intermediate race, and Pederson provided the preview for the rest of the Intermediate classes. Ricks holeshot with Pederson catching him quickly. They ran neck and neck around a sweeper with Pederson on the outside. That line set Pederson up for the inside over the next camelback jump as well as the inside for the next rutted left-hand turn. Ricks tried to slam the door, but Pederson stayed inside and Ricks high-sided in the exact spot Kiedrowski had the day before. Pederson went into the lead for good, though Ricks was back on his tail and trying to get by in every turn. He pressured extra hard the last lap, but a mistake by the start area left him too far back to be a serious threat at the flag.

Goodman and Oklahoma Honda rider Clint Jones finished third and fourth in the final moto and the overall.

The 125cc Stock Intermediate class hit the start line next, and the Yamahas of Goodman and Pederson proved fastest to the first turn with Ricks a ways back. Ricks was fifth on the first lap, and third on the second, though a fair distance separated him from the Goodman/Pederson battle. On the fourth lap Pederson took the lead for good, and Ricks put away Goodson on the next go-'round. GER-sponsored Jeff Emig finished fourth and Phil Lawrence ended the moto in fifth. The final moto score was identical to the overall finish for the class.

Ricks DNF the Modified Intermediate class and Goodman filled in for second with Emig third and Jimmy Button and Todd Neal fourth and fifth.

Brian Swink and local Tim Hodes were the class of the Mini Expert classes. Hodes didn't seem to be able to keep from getting a holeshot, and he turned one of those holeshots in the Minibike Expert final into a class win. Hodes and fellow Honda-mounted Texan Heath Kirkland led the Mini Expert class at the start ahead of Jared Hamby, Butch Smith and Swink.

Swink couldn't stay off the ground, and Hodes, Kirkland and Joel Albrecht finished ahead of him. That gave Hodes the class win over Kirkland, Swink and Albrecht.

Swink holeshot the Minibike Stock Expert class and never looked back. Tommy Clowers, Albrecht and Derek Natvig made it all Kawasakis in the top four at the start, but at the end of the moto Albrecht had second, Clowers third and Hodes fourth after a race-long struggle to move up.

Swink captured the win in the Mini Open class also with Clowers, Kirkland, Albrecht and Chris Neal rounding out the top five there.

In the little-guy 7-11 Mini classes Robbie Reynard and his Kawasaki faced off with Craig Decker's Yamaha. The two riders battled to a tie of sorts with each rider winning a class. Billy Felts kept his Kawasaki in position to win both of the Mini Novice classes, and Jeff Dement gave Kawasaki double wins in the Intermediate Mini classes. •

Results

TEENY MINI (50cc): 1. Carter Schneider (Suz); 2. Eli Slater (Yam); 3. Clint Bowyer (Yam); 4. Kristy Shealy (Yam); 5. Brandon Carpenter (Yam).

MINI MINI JR. (60cc): 1. Broc Unruh (Kaw); 2. Brian Stone (Kaw); 3. Carter Schneider (Suz); 4. Kevin Lovell (Kaw); 5. Kristy Shealy (Kaw).

MINI MINI SR. (60cc): 1. Kevin Windham (Kaw); 2. Clint Latham (Kaw); 3. Robbie Reynard (Kaw); 4. Brad Woolsey (Kaw); 5. Robbie Skaggs (Kaw).

MINI JR: 1. Robbie Reynard (Kaw); 2. Craig Decker (Yam); 3. Clint Latham (Kaw); 4. Kevin Windham (Kaw); 5. Cody Green (Hon).

MINI STK (7-11): 1. Craig Decker (Yam); 2. Kevin Windham (Kaw); 3. Cody Green (Hon); 4. Clint Latham (Kaw); 5. Tony Haynes (Yam).

MINI NOV (12-16): 1. Billy Felts (Kaw); 2. Ron Ainsworth (Kaw); 3. Clifford Adoptante (Hon); 4. Brian Deegan (Kaw); 5. Trey McCarty (Yam).

MINI STK NOV: 1. Billy Felts (Kaw); 2. Brian Deegan (Kaw); 3. Lanny Cox II (Kaw); 4. Chad Longnecker (Yam); 5. Clifford Adoptante (Hon).

MINI INT (12-16): 1. Jeff Dement (Kaw); 2. Ryan Huffman (Yam); 3. Clint Carlton (Hon); 4. Daniel Ulven (Kaw); 5. Ezra Lusk (Kaw).

MINI STK INT (12-16): 1. Jeff Dement (Kaw); 2. Ryan Huffman (Yam); 3. Ezra Lusk (Kaw); 4. Clint Carlton (Hon); 5. Mack Vander Beek (Kaw).

MINI EX (12-16): 1. Tim Hodes (Hon); 2. Heath Kirkland (Hon); 3. Brian Swink (Kaw); 4. Joel Albrecht (Kaw); 5. Jared Hamby (Hon).

MINI STK EX (12-16): 1. Brian Swink (Kaw); 2. Joel Albrecht (Kaw); 3. Tommy Clowers (Kaw); 4. Tim Hodes (Hon); 5. Heath Kirkland (Hon).

MINI OPEN (7-16): 1. Brian Swink (Kaw); 2. Tommy Clowers (Kaw); 3. Heath Kirkland (Hon); 4. Joel Albrecht (Kaw); 5. Chris Neal (Kaw).

125 NOV: 1. R.C. Bennett (Yam); 2. Frankie Ladd (Hon); 3. Chad Walters (Hon); 4. Derrick Willis (Kaw); 5. Kevin Kolka (Kaw).

125 STK NOV: 1. J.J. Slagle (Hon); 2. Frankie Ladd (Hon); 3. Chad Walters (Hon); 4. R.C. Bennett (Yam); 5. Kirk Patterson (Suz).

125 INT: 1. Chad Pederson (Yam); 2. Grayson Goodman (Yam); 3. Jeff Emig (Kaw); 4. Jimmy Button (Hon); 5. Todd Neal (Kaw).

125 STK INT: 1. Chad Pederson (Yam); 2. Jack Ricks III (Kaw); 3. Grayson Goodman (Yam); 4. Jeff Emig (Kaw); 5. Phil Lawrence (Yam).

125 OPEN: 1. Jack Ricks III (Kaw); 2. Todd Neal (Kaw); 3. Jon Garner (Kaw); 4. Jimmy Button (Hon); 5. J.J. Slagle (Hon).

125 EX: 1. Mike Kiedrowski (Kaw); 2. Dennis Hawthorne (Kaw); 3. Denny Stephenson (Kaw); 4. Mike LaRocco (Yam); 5. Jay Mann (Kaw).

250 NOV: 1. Chris Bresler (Hon); 2. Tim Hawthorne (Suz); 3. Todd Bates (Hon); 4. Tommy Ash (Yam); 5. Greg Pierce (Yam).

250 STK NOV: 1. Brian Fern (Kaw); 2. Chris Bresler (Hon); 3. David Schlittler (Hon); 4. Chip Nunn (Hon); 5. Jeff Talley (Kaw).

250 INT: 1. Chad Pederson (Yam); 2. Jack Ricks III (Kaw); 3. Grayson Goodman (Yam); 4. Clint Jones (Hon); 5. Jason Young (Kaw).

250 STK INT: 1. Chad Pederson (Yam); 2. Jack Ricks III (Kaw); 3. Clint Jones (Hon); 4. Grayson Goodman (Yam); 5. Matt Harlen (Yam).

250 OPEN: 1. Jack Ricks (Kaw); 2. Todd Neal (Kaw); 3. Chris Hughes (Hon); 4. Matt Harlan (Yam); 5. Jerry Benner (Kaw).

250 EX: 1. Mike Kiedrowski (Kaw); 2. Dennis Hawthorne (Kaw); 3. Denny Stephenson (Kaw); 4. Mike LaRocco (Yam); 5. Lowell Thomson (Kaw).

OPEN: 1. Mark Benson (Kaw); 2. Earl May (Hon); 3. Mike McClain (ATK); 4. Greg Brown (Hon); 5. Mark Marshall (Hon).

OVER 25: 1. Tim Portz (Kaw); 2. Robby Neeley (Kaw); 3. David Good (Yam); 4. Greg Brown (Hon); 5. Gary Tucker (ATK).

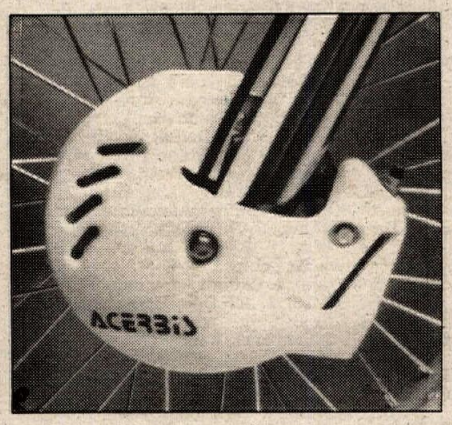
OVER 30: 1. Edward Hays (Hon); 2. Emmett Druien (Hon); 3. Robert O'Donnell (Hon); 4. Darrell Bishop (Hon); 5. Brad Boddy (Hon).

OVER 30 MSTR: 1. Robby Neeley (Kaw); 2. Johnny Adams (Hon); 3. Robert Reynard (Hon); 4. Jeff Jones (Hon); 5. Steve McCombs (Kaw).

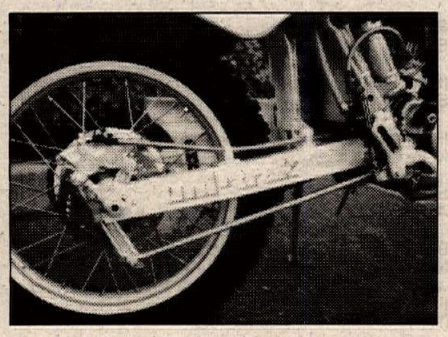
OVER 40: 1. Darrell Bishop (Hon); 2. Bill Denton (KTM); 3. Dwight Leatherwood (Hon); 4. Jay Finstad (Suz); 5. Jimmy Redwine (Hon).

new products

The Mikuni TMX carburetor features a radial flat slide design with a new smooth bore venturi, lightweight and compact body design, easy maintenance and easy tuning. Mikuni claims that the needle jet can be changed in as little as 60 seconds, and removing the float bowl is accomplished by unscrewing the drain plug. Available from your local dealer in 35 and 38mm sizes at a suggested retail price of $139.95 for both sizes. For more information contact Mikuni American Corporation, Dept. CN, 8910 Mikuni Ave., Northridge, CA 91324, 818/885-1242.



The Acerbis Disc/Caliper Only Cover for White Power forks is easy to bolt on and protects the disc rotor and caliper without a bulky look. Available for all ATK, Cagiva, Husqvarna and KTM White Power-equipped bikes at your local dealer for $22.95. For more information contact Acerbis Plastica USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071, 619/562-1440.



Pro-Tec/Dallas Baker Products' rear wheel disc brake conversion kit includes an alloy hub assembly, twin-piston caliper with floating holder, master cylinder with brake fluid reservoir and stainless steel brake hose, rotor, sprocket, rim, stainless steel spokes and nipples and all hardware to convert most 125cc and larger off-road and dual purpose motorcycles from a rear drum to a disc brake system. The system retails for $750.00 and is available from Pro-Tec/DBP, Dept. CN, 282 Gemini, Brea, CA 92621, 714/738-0631 or 213/697-6759. •

Kawasaki KX250-mounted Kurt Hough nailed down second overall dropping 26 points, seven points behind winner Hawkins.

Despite having to replace an odometer cable, local favorite Bob Shillinger piloted his KTM to fifth AA with 40 points lost.

Randy Hawkins poses next to his Suzuki RM250 after claiming the overall victory at the Cherokee National Enduro in Georgia.

AMA National Championship Enduro Series: Round 2

Hawkins scalps 'em at Cherokee National

By Patti Higgins

MAXEYS, GA, MAR. 13

Suzuki RM250-mounted Randy Hawkins annihilated the competition at the 3rd Annual Cherokee National Enduro, dropping 18 points compared to the next lowest score of 26 turned in by Kawasaki KX250-mounted Kurt Hough. Third overall went to Illinois' Jeff Fredette who dropped 29 points riding a Team Green Kawasaki KX125. Rounding out the top five was Suzuki-mounted Dave Bertram (31 points) and Husky's Terry Cunningham (32).

One of Hawkins' keys to today's victory was his ability to clean three checks that no one else could. The Carolina Toole-backed rider from Travelers Rest, South Carolina, zeroed checks one, seven and the final check to capture his second-career National enduro win.

Hawkins, who's only been riding his new mount for a few weeks, said, "I really like the Suzuki, it's fun to ride and I'm going faster than ever before. I don't think I'm riding over my head, though. I'm real happy with my ride today. This is my home and with all the local people cheering me on and the support I was getting, it made it even easier for me to win today. The Cherokee Enduro Club put on an excellent run; I felt it was very well organized and challenging."

"This will be an interesting year for the National enduros," continued Hawkins. "There are more people going fast now. Kevin (Hines) will win a few, Dave (Bertram) will sneak in there, Terry (Cunningham), Jeff (Fredette) and L.R. (Larry Roeseler) will be in there. It'll be tough."

Hawkins is on the comeback trail after injuring both his knees, which left him in a wheelchair less than a year ago. Also on the mend but unable to race is defending National Enduro Champion, KTM's Kevin Hines, who suffered a broken collarbone before the event.

Hawkins' Suzuki teammate Bertram is still finding it rather difficult adapting to his new mount after having ridden Husky Automatics for many years. The first two sections proved to be quite treacherous for the northern Californian rider. At the first reset, Bertram was heard explaining what he was doing on the ground so much. "I'm trying out a new technique of checking the tire pressure. It's called falling down and taking soil samples."

Many riders were complaining of slick roots and lots of mud. At the first gas, Bertram was still smiling though. Things had dried up a bit and it was becoming easier to stay on two wheels.

"It's a practice run for me," said Bertram. "This is my second National on this bike and I really like it."

Bertram was limping around the pit area after the race with possible broken toes when he hit a stump in the last section.

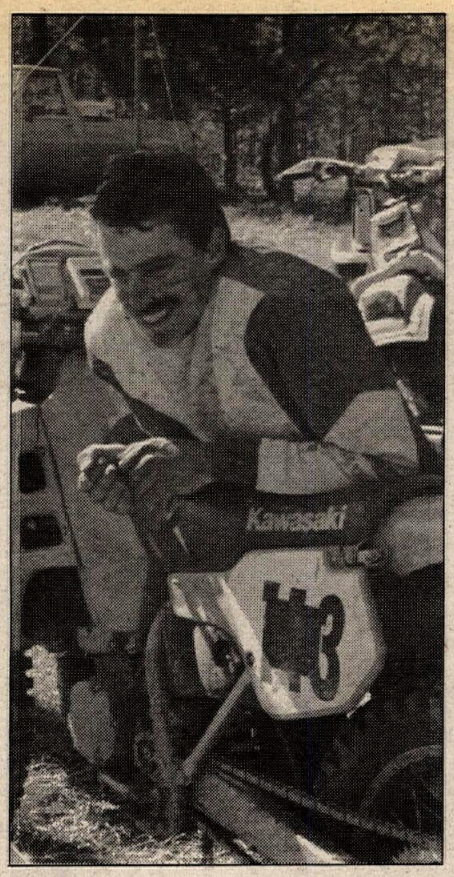
Hough is also getting used to his two-week-old Kawasaki after spending the last few years aboard a Honda. Hough put in an excellent ride despite being sick all week.

"I think I'll try to compete in the rest of the series, since I did so well today. It was quite muddy this morning and I got tired after the second gas. It was a bit tough, but I'm glad I did so well," said Hough.

Another pleased rider was Fredette, who was riding his first National enduro of the year.

"The conditions in the morning were difficult, but the hardest section was right before the second gas. I rode a 125 for development reasons. It worked real well but I don't think I went fast enough," said Fredette. "I had basically the same scores as Kurt, but the tendonitis in my wrist started to bother me towards the end of the ride. That probably cost me about two points but nothing in the standings."

Former National Enduro Champion and the lone Husky rider, Cunningham, had some bad luck today. Between starting out the day with a shock that was questionable and eventually blew up after the second section, and a flat tire, it was



Jeff Fredette was slowed with tendonitis in his wrist.

not in the cards for Cunningham to win this one. Cunningham had moved into second behind Hawkins in the first section and was seen passing riders like they were stopped (even with a flat), he wound up with a respectable fifth overall.

KTM-mounted Wally Wilson put in a fine ride on his 250cc. The Wheelsports-sponsored rider dropped 36 points to take overall A and sixth overall.

"I had a good day. Everything went smooth until the last two miles where I augered in in the last section when I hit a tree. Other than that it was flawless," said Wilson.

Another KTM rider, Dixie Cycle-sponsored George Waller Jr., had a fine ride by logging in the Open A class win, four points ahead of second place finisher Mark Eaddy.

Two local KTM riders, H&H-sponsored Bob Shillinger and Mitch McRee, were eighth and 10th overall. Shillinger had surgery on his foot in January and has only ridden a few times in the past three weeks. He had been placing in the top five in SETRA at the last two races and was quite pleased with his performance.

"The only problem I had today was with my odo cable. I replaced it at the first gas and it worked great the rest of the day," said McRee who was riding on the same minute as Fredette. "I rode real well today and didn't have any problems. I got real tired after the second gas trying to stay with Freddie all day."

The Four-Stroke A class was easily won by Barry Higgins. Higgins has been testing the performance and reliability of KTM's new 600cc LC four-stroke.

"I had a pretty good ride today, considering how long it's been since I've ridden a National enduro," said Higgins.

Open B rider Frank Young came out on top besting all B riders with a score of 54. H&H KTM rider Young was thrilled with his performance but was wondering if he was going to make the finish after smacking into a tree. When he stopped at the last reset, he knew he was a bit dingy when he saw two of his one-man pit crew.

"I didn't think that last woods section would even end," said a tired Young.

Yamaha rider Jeff Russell had his

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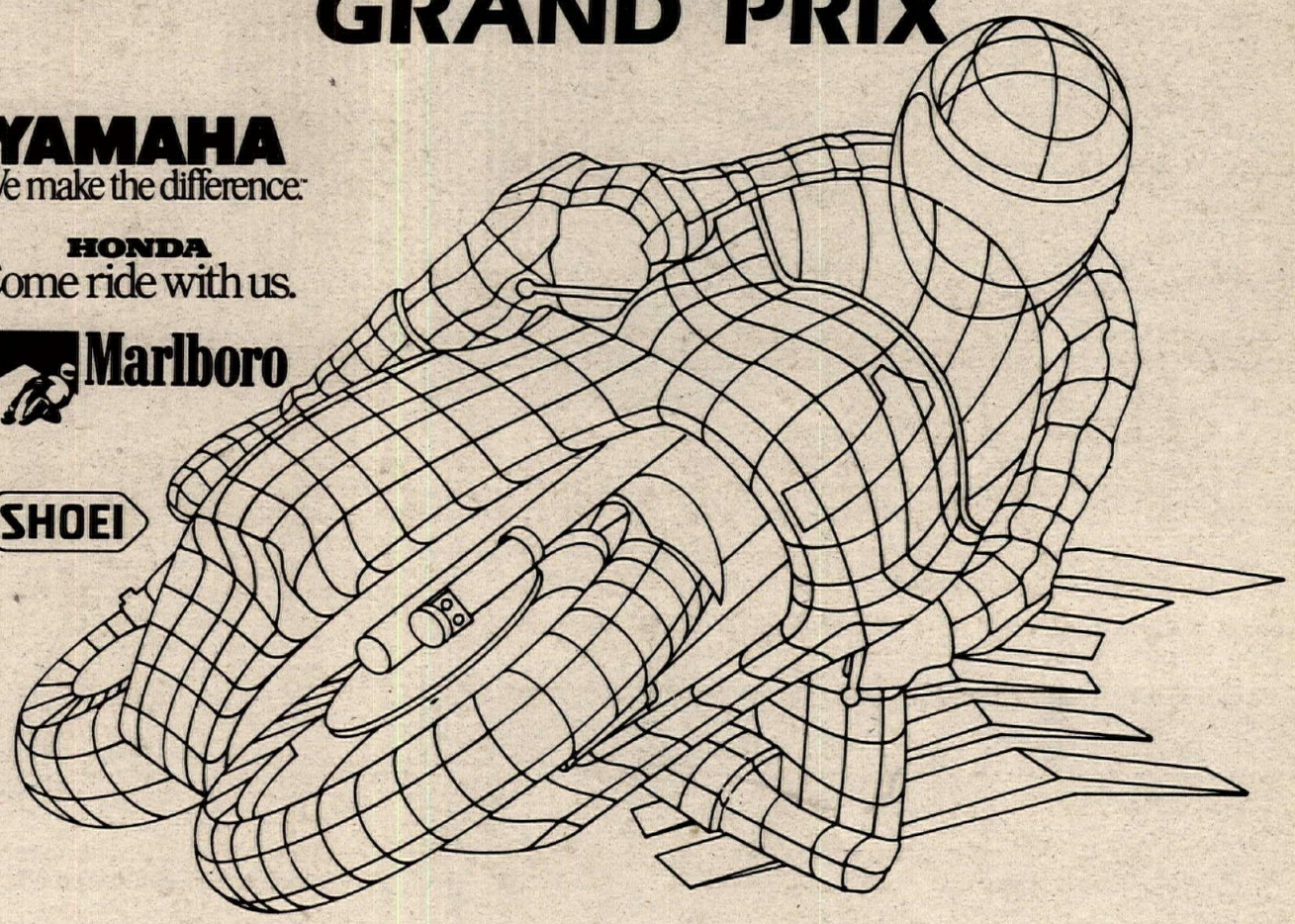

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Terry Cunningham had a rear shock give out and suffered a flat tire on his Husky but managed to secure fifth overall with 32 points.

Double A rider Gary Johnston from Mississippi rolls through a check. More than 350 riders rode the Cherokee Enduro Riders' event.

day cut short when he hit a tree with his head before the first gas and dropped out of the race with back injuries.

Drew Smith traded in his Honda four-stroke for a new KTM mount and had a total of five minutes practice time on his KTM before the event.

"There's a lot more power on this bike than on my Honda. I'm used to a four-stroke and everytime I turn the throttle, it surprises me," said Smith.

Smith's ride came to an end when he clipped a rock and broke the rear disc brake caliper and disc. •

Results

O/A: Randy Hawkins (Suz).
AA: 1. Kurt Hough (Kaw); 2. Jeff Fredette (Kaw); 3. Dave Bertram (Suz); 4. Terry Cunningham (Hus); 5. Bob Shillinger (KTM).

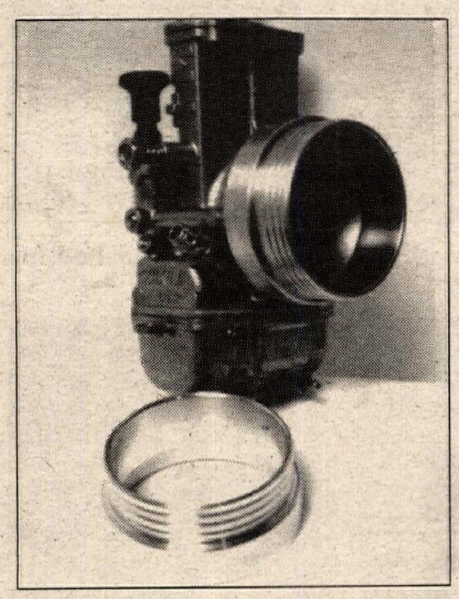
Suzuki-mounted Dave Bertram crashed a few times and smashed his foot on a tree stump but finished fourth overall nonetheless.

Jeff Fredette abandoned his usual Kawasaki KDX200 mount and gave a 125cc KX motocrosser a try. He claimed third overall with 29 points.

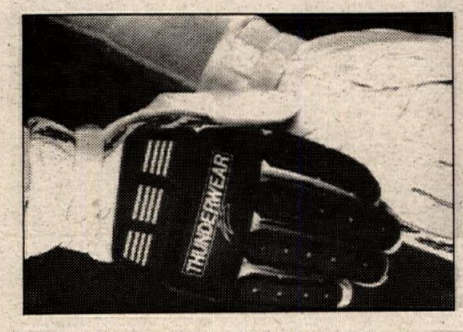
O/A A: Wally Wilson.
OPEN A: 1. George Waller Jr. (KTM); 2. Mark Eaddy; 3. Derrell Cox; 4. Ken Brown.
250 A: 1. Mitch McRee; 2. Kelly Getz; 3. Greg Roberts; 4. D. Pucharich; 5. Brian Lohman.
200 A: 1. Charles Bridges; 2. J. Morgan; 3. R. Morgan; 4. Jerry Griffin; 5. Sammy Paulk.
SR A: 1. Skip Wyman; 2. P. Doer; 3. John Parker; 4. T. Noteboom.
4-STRK A: 1. Barry Higgins; 2. Geoff Poole; 3. Bryan Kalaber.
O/A B: 1. Frank Young.
OPEN B: 1. Manley Bradshaw; 2. R. Davis; 3. J. Lynch; 4. E. Royals; 5. A. Graben.
250 B: 1. Carl Ennis; 2. Tim Burden; 3. T. Parker; 4. R. Holliday; 5. M. Saravalli.
200 B: 1. Scott Crowder; 2. M. Greenberg; 3. Ricky Dennis; 4. J. Bare; 5. B. Henneberry.
125 B: 1. Gil Griggs; 2. Ed Winkler; 3. Steve Meager.
SR B: 1. Ron Hale; 2. G. Ross; 3. James Everhart; 4. Fred Hammond; 5. R. Vollmer.
4-STRK B:1. Paul Thistle; 2. Wayne Odell; 3. David Corter; 4. Hillis Thornton.
O/A C: 1. Martin Praitt; 2. Mike Gentry; 3. Rex Williams; 4. Winston Gunnell; 5. David Cripe.
250 C: 1. K. Kelly; 2. Lee Hermansen; 3. K. Hudson; 4. C. Pruitt Jr.; 5. K. Maloney.
200 C: 1. J. Nutt; 2. R. McGraw; 3. D. Sanders; 4. Randy Parker; 5. Creed Hashe.
125 C: 1. T. McIntosh.
WMN: 1. S. Fann; 2. G. Estefan.
S/SR: 1. L. Hayes; 2. N. Sanders; 3. R. Lenover; 4. R. France; 5. G. Gordon.
BEG: 1. S. Wills; 2. D. Altridge; 3. Matt Pontzer; 4. T. Mele; 5. C. Owen.

new products

The Bagman Denim Pony Express Saddlebags from Vetter are made of durable blue denim coated with water-repellent urethane and can be quickly attached or removed from a motorcycle. Features include additional snap flaps over the zippers for more wet-weather protection, internal side stiffeners, a handy pocket on the flap's underside and universal fitting due to an adjustable-length sling. Suggested retail price is $69.99. For more information contact Vetter Products, Dept. CN, 15301 Shoemaker Ave., Norwalk, CA 90650, 213/921-9451.



Pro-Tec/Dallas Baker Products claims that their torque bell extender for the Mikuni TMX carburetor is required in most applications with a stock airbox because the TMX carb is so short. The extenders are available for both the 35 and 38mm sizes for a suggested retail price of $14.95. For more information contact Pro-Tec/DBP, Dept. CN, 282 Gemini, Brea, CA 92621, 714/738-0631 or 213/697-6759.



Thunderwear's T-641 Off-Road Glove features a Velcro wristwrap, Spandex and nylon material with a stretch panel in the fingers for comfort and ventilation, and leather palms with reinforced thumbs. Available in red/white and blue/white in children's and adult sizes for a suggested retail price of $19.95. For more information contact Thunderwear Inc., Dept. CN, 930-E Calle Negocio, San Clemente, CA 92672, 800/422-6565 (USA) or 800/556-6363 (CA). ●

Cagivas On The Move

Cagiva introduced the hot new WMX125 and WMX250 late last year, now they're on the move. Gordon Ward of Team Cagiva, riding a WMX250 for Howard & Sons MC in Phelan, Calif., took first overall in the tough, prestigeous two and one-half hour Viewfinders Grand Prix in Riverside. Starting in the third row, he passed everybody including all the open class bikes, finishing 33 seconds ahead of second place. In Daytona, Team Cagiva riders finished second, fifth and eighth in the AMA 125 Supercross. Brian McElroy, riding for Action Sports Cycles in Fort Lauderdale, Florida, took a close second. Robert Naughton, riding for Howard & Sons, Phelan, Calif., took fifth, and up-and-coming Billy Whitley riding for Johnston's Cycle Sports in Fort Worth, Texas, finished eighth. Three out of ten isn't bad for a new kid on the block.

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MALCOLM SMITH RACING SPOTLIGHT

Congratulations to **Gordon Ward, Mike Baker** and **Ty Davis** for their 1st, 2nd and 3rd place sweep of the 1988 Viewfinders G.P. Pro Race March 7th at Riverside Raceway. Also, congratulations to **Larry Roeseler** who won the Sportsman Race March 6th.

All these racers ride different brands of bikes, but all ride with MS Racing gear, so this just proves it doesn't matter what bike you ride . . . but you had better be in the right gear.

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MS RACING

Kawasaki-mounted Ted Hunnicutt edged out Dan Ashcraft for a wire-to-wire overall victory at the Wild Hare Hare & Hound.

Hunnicutt's Kawasaki teammate Paul Krause was in the hunt the whole way and wound up finishing third overall in front of Ron Shuler.

Hunnicutt hauls in Wild Hare H&H

By Anne & Tom Van Beveren
Photos by Tom Van Beveren
LUCERNE VALLEY, CA, MAR. 13

Team Green's Ted Hunnicutt turned in a flawless performance to take a wire-to-wire win at the 19th Annual Wild Hare Hare & Hound, sponsored by Huntington Beach

M.C. and held near Soggy Dry Lake.

The Kawasaki pilot was under fire all the way during intense racing action which took riders over 45 miles of wide-open terrain in the first loop and 43 miles of tight, enduro-like riding in loop two.

In one of the closest races so far this year, Hunnicutt fought off continual challenges to hold onto the number one spot. When the checkered flag fell, after two hours of grueling competition, the KX500 rider was just 49 seconds ahead of second-placed Dan Ashcraft.

"I had a good race for once. I've been waiting for this all year," Hunnicutt said. "Things finally went right today."

A fast-paced, seven-mile-long bomb run lay ahead of the more than 400 racers who lined up for the start of HBMC's Hare & Hound and it was Hunnicutt who led the charge as the racers rocketed off the starting line.

Team Yamaha's Ashcraft was hard on his heels in second, while Paul Krause, Ron Shuler and Cliff Thomas were on the gas not far behind.

"I led off the start but it was really close when we got to the bomb," said Hunnicutt. "Dan (Ashcraft) almost passed me there and then he pushed me really hard for the rest of the first loop. Paul (Krause) did too. They were right behind me all the way."

With the competition snapping at his heels, Hunnicutt could not let up for a second as he made the transition from the wide-open bomb run to the single-file trails of the pink-ribboned course. The Team Green racer led the way past the 10-mile marker and his KX500 was going strong as the course headed toward Means Dry Lake.

Further back in the pack, Thomas' promising starting run had bogged down.

"My bomb run was okay, but then I hit a washout and stalled right at the bomb and everyone went by," Thomas said. "I was probably back about eighth when I got going again and I had to work my way up through the dust after that."

Team Husqvarna's Dan Smith was also having a few problems. Back in 10th place as the frontrunners passed the bomb, Smith dropped back even further in the early running and pulled out of the race altogether before the end of the first loop.

"I twisted my back when I crashed at Riverside (in the March 5-6 Viewfinder's Grand Prix) last weekend and it really hurts when I hit something too hard. It was giving me a lot of trouble," said Smith.

"The other problem was the course. It was the same old stuff — wide open all the way, on all the old trails," Smith said. "If we don't get something interesting out here it's going to drive people away from the desert. Clubs keep complaining about the cost of insurance, too, but if they didn't put on fast courses like this one, people wouldn't get hurt so often."

While Smith was calling it quits for the day, the frontrunners were still going strong and the battle for the lead was closer than ever.

Ashcraft held second place for the first 20 miles. "It was so dusty out there that I got off the course and onto another trail about halfway round the loop. It backfired on me and Paul (Krause) got past."

With Krause moving within striking position of the leader, the first loop turned toward home.

Hunnicutt maintained his lead in the second half of the loop and held the number one position as he headed into pit row. Kawasaki teammate Krause was less than 15 seconds behind and it was only another 15 seconds back to third-placed Ashcraft.

Hunnicutt's advantage was touch-and-go as he headed out into the second loop.

Loop two provided a complete change from the fast-paced action of the first 45 miles. In a 43-mile circle toward Anderson Dry Lake, HBMC ran the racers through a variety of terrain; fast bursts alternated with tight, enduro-like rocky sections.

"The second loop was really neat," said Thomas. "It had a lot of rocky, technical sections but then they'd give you some rest spots through the easy stuff."

Hunnicutt was not quite as happy with loop two.

"There were an awful lot of rocks on the second loop and I'm not that good in rocks," he said.

Loop two had the top contenders in the Vet Division a little worried too. McDonald took the lead but was forced to back off the throttle when he developed radiator problems.

The ride was no picnic for second-placed Vet Kenny Parry either.

"I got a Yucca stuck in my arm going out in the second loop and it put my arm to sleep," the Yamaha pilot said. "The second loop was tough enough without that."

At the head of the pack, the frontrunning trio of Hunnicutt, Krause and Ashcraft were locked in a battle for the overall honors.

"The competition was pounding on my back door all the way," Hunnicutt said. "I didn't start pulling any sort of time until about halfway round the second loop."

Hunnicutt's lead was still a slender one as the racers turned for home and any hope of an easy sprint to the checkered flag was dashed when the racers reached the final five miles of the course.

"I thought it was a pretty easy course, right up until the last few miles," Shuler said. "It was all virgin rocks and we were tired by then, so it was pretty tough."

Hunnicutt got through the rocky section without a hitch, but second-placed Krause was not as lucky.

"Dan (Ashcraft) got me in the rocks about a mile or so from the finish," Krause said. "I bobbled a little bit and stalled my motor and then in all the dust I hit a rock and got stuck. We were so close to the finish that I didn't have a chance to get him back."

Despite last-minute sprints by Krause and Ashcraft coming out of the final rocky section, there was nothing they could do to stop Hunnicutt. The race-long leader was still in front as the checkered flag fell. He finished 49 seconds ahead of Ashcraft and just over two minutes ahead of third-place finisher Krause.

"That was a lot of work at the end," said Hunnicutt, who thanked Kawasaki, Renthal, Tsubaki, Scott, AXO, Duralube, "and the Shamrocks for a great pit."

"I was just trying to ride smooth and as conservatively as I could. I guess I was riding a bit too conservatively on the first loop — Dan and Paul nearly caught me!" said Hunnicut.

Ashcraft, who thanked Yamaha, Pro-Circuit, JT, Golden Spectro, F&L, Dunlop and Renthal, was not quite as happy with his performance.

"I wasn't riding as well today," the YZ490 pilot said. "I just didn't go

as well as I have been lately but it was fun and I had no problems."

Krause summed his race up as, "a good clean ride.

"We had a good race. Me and Ted and Dan were right there all the way," said the Kawasaki/Tsubaki/Answer/Shoei/Smith Goggles/Metzeler/Spectro/Champion/F&L-sponsored KX500 rider.

"I thought it was a pretty good course. There were fast sections and tight sections, and everything worked really well for me."

Thomas continued his steady performance to claim fourth overall.

"I worked my way up to fourth after I blew it at the bomb, and that was about it for me," he said. "I was fourth most of the way."

Eric Hallgath turned a few heads when he brought his YZ125 home to claim fifth overall.

"I'm really surprised I did this well because I didn't get a very good start," said Hallgath, "I was lucky. I got on a good trail and didn't have much dust so it worked out well. Once we got going, I never saw another 125 at all."

Hallgath, whose closest C-class competition was Kawasaki-mounted pieplater Gene Elzenberger (who finished in the high 30s) and Kelley Pate (who took 40th overall), did not like HBMC's course.

"I never complain about courses but I hated this one," he said. "It wasn't challenging. It was just fast and the rocks were just rocks — there was nothing interesting out there anywhere."

Shuler crossed the finish line in sixth overall. Abe Baumann, on a KX500, finished seventh and Grant Palenske, aboard a KX250, topped the 250cc Expert class by claiming eighth overall.

Second in the 250cc division went to Honda-mounted Matt Alexander in 10th overall; Kenji Gauthier finished hard on his heels to claim third in the 250cc Expert class.

The Vet win went to YZ250 pilot Parry in ninth overall. Mike McDonald finished 12th overall to claim the win in the Vet Open class.

Amateur Open class honors went to Kawasaki pilot Lon Brand in 17th overall and Bob Rieger narrowly edged out George Pennington for the 250cc Amateur win. The Senior division was overalled by Hal Bankhead on a borrowed YZ250.

"Dallas Baker of Protech lent me this bike after my Husky was stolen from his shop," said Bankhead, who finished 33rd in the overall standings with a comfortable lead over Ernie Mnoien, who took the win in the Senior Open Class.

Randy Moseley's out-front-all-the-way performance gave him the win in the Novice Division in 82nd overall, and Lori Conway scored a wire-to-wire win in the Women's Division. •

Results

O/A: 1. Ted Hunnicutt (Kaw); 2. Dan Ashcraft (Yam); 3. Paul Krause (Kaw); 4. Cliff Thomas (Yam); 5. Eric Hallgath (Yam); 6. Ron Shuler (Kaw); 7. Abe Baumann (Kaw); 8. Grant Palenske (Kaw); 9. Kenny Parry (Yam); 10. Matt Alexander (Hon); 11. Kenji Gauthier (Kaw); 12. Mike McDonald (Kaw); 13. Chuck Miller (Suz); 14. Steve Kirk, Jr. (Yam); 15. Dave Wasden (Hus).

OPEN EX: 1. Ted Hunnicutt (Kaw); 2. Dan Ashcraft (Yam); 3. Paul Krause (Kaw).

250 EX: 1. Grant Palenske (Kaw); 2. Kenji Gauthier (Kaw); 3. Chuck Miller (Suz).

125 EX: 1. Eric Hallgath (Yam); 2. Gene Elzenberger; 3. Kelley Pate (Yam).

VET OPEN EX: 1. Mike McDonald (Kaw); 2. Steve Garner (Hon); 3. Brian Bennett (Hus)

VET 250 EX: 1. Kenny Parry (Yam); 2. Michael Burke; 3. Russ Jenkins (Yam).

SR OPEN EX: 1. Ernie Mnioen (Yam); 2. Steve Kirk (Yam); 3. Don Burch.

SR 250 EX: 1. Hal Bankhead (Yam); 2. Al Hull (Yam); 3. Earl Shuler (Kaw).

S/SR: 1. Art Knapp (Hus); 2. Dennis Davidge (Mai)

WMN EX: 1. Lori Conway (Hon).

OPEN AM: 1. Lon Brand (Kaw); 2. Dave Armstrong (Kaw); 3. Jim Clark (KTM).

250 AM: 1. Bob Rieger (Kaw); 2. George Pennington (Yam); 3. Ron Johnson (Yam).

125 AM: 1. Jim Thomas (Kaw).

250 NOV: 1. Randy Moseley (Hus).

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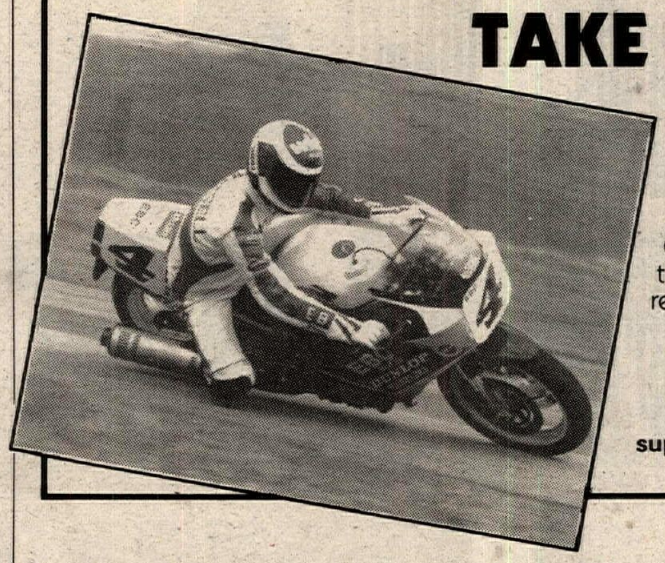

Team Solmax riders Scott Russell and Kevin Rentzell took the overall win in the 6-hour endurance race held at the Talladega Gran Prix Raceway, March 12th. To win, they rely on their talent and products like Kal-Gard's Chain Kote. Congratulations to the team on the win and to Scott for setting a new track record!

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1988 MOTOCROSS CONTINGENCY — $603,930

EVENT	AMATEUR FINISH PLACE	AMATEUR AMOUNT OF CONTINGENCY	AMATEUR # OF EVENTS	AMATEUR CLASSES	PROFESSIONAL FINISH PLACE	PROFESSIONAL AMOUNT OF CONTINGENCY	PROFESSIONAL # OF EVENTS	PROFESSIONAL CLASSES
CMC GOLDENSTATE $47,250	1 2 3 4 5	$125 $100 $ 75 $ 50 $ 25	8	800CC OPEN 9-11 80CC JUNIOR 12-16 800CC INT 12-16 80CC EXPERT 125CC JUNIOR 125 CC INTERMEDIATE 250CC JUNIOR 250CC INTERMEDIATE 500CC JUNIOR 500CC INTERMEDIATE VET MASTER	1 2 3 4 5	$400 $250 $150 $100 $ 50	5	*125CC PRO *250CC PRO *500CC PRO
AMA WINTER SERIES $36,750	1 2 3 4 5	$125 $100 $ 75 $ 50 $ 25	5	85CC 7-11 85CC 12-15 125CC A 125CC B 125CC C 125CC YOUTH 12-15 250CC A 250CC B 250CC C OPEN A OPEN NOVICE +25	1 2 3 4 5	$400 $250 $150 $100 $ 50	5	*125CC PRO *250CC PRO *500CC PRO
GNC FINALS $6,050	1 2 3 4 5	$125 $100 $ 75 $ 50 $ 25	1	MINI STOCK 7-11 MINI JUNIOR MINI STOCK NOV 12-16 MINI STOCK INT 12-16 MINI STOCK EXP 12-16 MINI BIKE OPEN (105CC) 125CC STOCK NOVICE 125CC STOCK INT 125CC OPEN 250CC STOCK NOV 250CC STOCK INT 250CC OPEN OPEN INTERMEDIATE OVER 30 MASTER	1 2 3 4 5	$150 $100 $ 75 $ 50 $ 25	1	125CC EXPERT 250CC EXPERT
NMA WORLD MINI GRAND PRIX $7,955	1 2 3 4 5	$120 $ 80 $ 60 $ 40 $ 20	1	83CC STOCK 9-11 83CC MOD 9-11 105CC 9-11 83CC STOCK NOV 12+ 83CC STOCK INT 12+ 83CC MOD INT 12+ 83CC MOD NOV 12+ 83CC STOCK EXP 12+ 83CC MOD EXP 12+ 105CC 12+ 125CC STOCK NOVICE 125CC MODIFIED NOV 125CC STOCK INT 125CC MODIFIED INT 250CC STOCK NOV 250CC MOD NOV 250CC STOCK INT 250CC MOD INT 500CC INT	1 2 3 4 5	$125 $100 $ 75 $ 50 $ 25	1	125CC STOCK PRO 125CC MODIFIED PRO 250CC STOCK PRO 250CC MODIFIED PRO 500CC PRO
NMA GRAND NATIONAL CHAMPIONSHIPS $19,200	1 2 3 4 5	$300 $200 $150 $100 $ 50	1	(SAME CLASSES AS: NMA WORLD MINI GRAND PRIX)	1 2 4 5	$300 $200 $150 $100 $ 50	1	(SAME CLASSES AS: NMA WORLD MINI GRAND PRIX)
SILVERDOME SPRING SERIES $23,320	1 2 3 4 5	$100 $ 75 $ 50 $ 25 $ 15	8	80CC JUNIOR 7-11 80CC SENIOR 12-15 125CC JUNIOR 12-15 125CC A 125CC B 250CC A 250CC B OPEN A OPEN B WOODS 30+ SENIOR 30+	NO PROFESSIONAL CLASSES			

Eligibility Requirement: "KAWASAKI" logo must be displayed on rider machine and original lime green plastic components must be on machine.
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1988 MOTOCROSS CONTINGENCY (Continued)

EVENT	AMATEUR FINISH PLACE	AMATEUR AMOUNT OF CONTINGENCY	AMATEUR # OF EVENTS	AMATEUR CLASSES	PROFESSIONAL FINISH PLACE	PROFESSIONAL AMOUNT OF CONTINGENCY	PROFESSIONAL # OF EVENTS	PROFESSIONAL CLASSES
AMA AMATEUR NATIONALS $19,150	1 2 3 4 5	$300 $200 $150 $100 $ 50	1	85CC STOCK 7-11 85CC STOCK 12-13 85CC MODIFIED 9-13 85CC STOCK 14-15 85CC MODIFIED 14-15 125CC MODIFIED 12-15 125CC C STOCK 125CC C MODIFIED 125CC B STOCK 125CC B MODIFIED 250/500CC C 250CC B STOCK 250CC B MODIFIED OPEN B +25 SENIOR OVER 30 SENIOR OVER 40 0-125CC WOMEN	1 2 3 4 5	$400 $250 $150 $100 $ 50	1	125CC A STOCK 125CC A MODIFIED 250CC A STOCK 250CC A MODIFIED OPEN A
MINI OLYMPICS $10,240	1 2 3 4 5	$120 $ 80 $ 60 $ 40 $ 20	2 SX/MX	85CC STOCK 7-11 85CC MODIFIED 7-11 85CC STOCK 12-13 85CC MODIFIED 14-15 85CC STOCK 14-15 125CC STOCK 12-15 125CC MODIFIED 12-15 125CC C 250/500CC C 125CC B STOCK 125CC B MODIFIED 250CC B STOCK 250CC B MODIFIED 125CC A 250/500 A 85CC MODIFIED 12-13	NO PROFESSIONAL CLASSES			
NESC $50,400	1 2 3 4 5	$100 $ 80 $ 50 $ 30 $ 20	36	85CC JR/SR 125CC AMATEUR 250CC OPEN AMATEUR	1 2 3 4 5	$100 $ 80 $ 50 $ 30 $ 20	36	125CC EXPERT 250CC/OPEN EXPERT
NEMA $5,565	1 2 3 4 5	$100 $ 75 $ 50 $ 25 $ 15	21	80CC & OVER	NO PROFESSIONAL CLASSES			
MICKEY THOMPSON ULTRACROSS $9,200	NO AMATEUR CLASSES				1 2 3 4 5	$500 $300 $200 $100 $ 50	8	250CC

AMA NATIONAL CASH CONTINGENCY (PER OVERALL FINISH $192,000)

FINISH PLACE	125CC AMOUNT OF CONTINGENCY PAID	250CC/500CC AMOUNT OF CONTINGENCY PAID
1	$1,200	$5,000
2	$ 900	$3,000
3	$ 750	$1,500
4	$ 600	$1,000
5	$ 500	$ 500
6	$ 400	
7	$ 300	
8	$ 200	
9	$ 100	
10	$ 50	

AMA SUPERCROSS CASH CONTINGENCY (PER OVERALL FINISH $176,850)

FINISH PLACE	125CC AMOUNT OF CONTINGENCY PAID	250CC AMOUNT OF CONTINGENCY PAID
1	$1,000	$5,000
2	$ 800	$4,000
3	$ 700	$3,000
4	$ 600	$2,000
5	$ 500	$1,000
6	$ 400	
7	$ 300	
8	$ 200	
9	$ 100	
10	$ 50	

Eligibility Requirement: "KAWASAKI" logo must be displayed on rider machine and original lime green plastic components must be on machine.
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1988 OFF-ROAD MOTORCYCLE CONTINGENCY — $29,300

1988 OFF-ROAD MOTORCYCLE

EVENT	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	
SCORE $12,500	CLASS 20 CLASS 21 CLASS 22	1	$500	5	$1,000 BONUS IF "OVERALL" MOTORCYCLE WINNER
AMA NATIONAL HARE SCRAMBLES $8,400	125 A 200 A 250 A OPEN A 125 B 200 B 250 B OPEN B	1 1	$100 $ 50	12 12	$100 BONUS IF CLASS WINNER AND "OVERALL" WINNER
AMA NATIONAL ENDURO $8,400	AA CLASS A CLASS B CLASS	OVERALL IN CLASS	$150	12	$250 BONUS IF "OVERALL" ENDURO WINNER

Eligibility Requirement: "Kawasaki" logo must be displayed on rider machine and original lime green plastic components must be on machine.
KDX200 series motorcycles may be original lime green or polar white colors only.

1988 ATV CONTINGENCY — $63,300

PROFESSIONAL

EVENT	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS
SCORE $12,500	250 4-WHEEL (1ST PLACE) 250 4-WHEEL (1ST OVERALL ATV)	1	$1,000 $1,500	5
AATVA GRAND NATIONAL CHAMPIONSHIP (4 SELECTED EVENTS) $10,400	250 PRO 4-WHEEL 2-STROKE 250 PRO 4-WHEEL 4-STROKE	1 2 3 1 2	$1,000 $ 500 $ 250 $ 500 $ 250	4 4
MICKEY THOMPSON OFF-ROAD CHAMPIONSHIP GRAN-PRIX $21,600	250 PRO 4-WHEEL	1 2 3 4 5	$1,200 $ 800 $ 400 $ 200 $ 100	8

AMATEUR

AATVA GRAND NATIONAL CHAMPIONSHIP (4 SELECTED EVENTS) $8,800	250 AMATEUR 4-WHEEL 2-STROKE 250 AMATEUR 4-WHEEL 4-STROKE	1 2 3 1 2	$ 750 $ 500 $ 250 $ 400 $ 200	4 4
AATVA CROSS COUNTRY $10,000	250 EXPERT 4-WHEEL 2-STROKE 250 EXPERT 4-WHEEL 4-STROKE 250 AMATEUR 4-WHEEL 2-STROKE 250 AMATEUR 4-WHEEL 4-STROKE	1 2 3 1 2	$ 200 $ 75 $ 25 $ 100 $ 75	10 10

Eligibility Requirement: "Kawasaki" logo must be displayed on rider machine.
TECATE 4 machines must remain original polar white or lime green colors only.
MOJAVE 250 machines must remain original polar white or firecracker red colors only.
Winning amateur riders will receive Team Green Bucks certificates redeemable at any authorized Kawasaki dealer.
*Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
Schedule subject to change due to decisions by promoter or event organization.
For further information about the 1988 Kawasaki contingency program contact event promoter or Kawasaki Motors Corp., U.S.A., attention Public Relations at 714/770-0400 ext. 2623.

1988 ROAD RACING CONTINGENCY — $221,000

1988 ROAD RACING

EVENT	CLASS	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	
AMA SUPERBIKE $87,500	SUPERBIKE	1 2 3 4 5	$2,500 $1,500 $1,000 $ 750 $ 500	10	$25,000 #1 PLATE BONUS
AMA/CCS ENDURANCE SERIES $18,000	GTO GTU	*1 2 3	$ 500 $ 300 $ 100	10	
AMA/CCS $8,100	600 SUPERSPORT	1 2 3	$ 500 $ 300 $ 100	9	
ARRA $14,400	0-305 MODIFIED PRODUCTION 600 MOD PRODUCTION 750 MOD PRODUCTION OPEN MOD PRODUCTION 0-305 SUPERSTREET 600 SUPERSTREET 750 SUPERSTREET OPEN SUPERSTREET	1 2 3	$ 250 $ 150 $ 50	4	
AFM $53,200	(NORTH) 250 PRODUCTION 600 PRODUCTION 750 PRODUCTION OPEN PRODUCTION 250 SUPERSTREET 600 SUPERSTREET 750 SUPERSTREET OPEN SUPERSTREET	1 2 3	$ 250 $ 150 $ 75	7	
	(SOUTH) 250 PRODUCTION 600 PRODUCTION 750 PRODUCTION OPEN PRODUCTION 305 LTWT SUPERSTREET 600 SUPERSTREET 750 SUPERSTREET OPEN SUPERSTREET	1 2 3	$ 250 $ 150 $ 75	7	
WERA* ENDURANCE SERIES $40,000	SUPERBIKE/MODIFIED A 750CC	1 2 3 4 5	$1,000 $ 500 $ 300 $ 200 $ 100	15	OVERALL CHAMPIONSHIP BONUS 1ST $5,000 2ND $2,500 3RD $1,000

*Eligibility Requirement: Rider must have KMC ZX750 race kit installed in bike to be eligible for WERA Road Racing Contingency.
Schedule subject to change due to decisions by promoter or event organization.
Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
For further information about the 1988 Kawasaki contingency program contact event promoter or Kawasaki Motors Corp., U.S.A., attention Public Relations at 714/770-0400 ext. 2623.

1988 DRAG RACING — $77,150

DRAG RACING

EVENT	CLASS	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	
IDBA $29,400	FUNNY BIKE PRO COMP PRO STOCK TOP GAS SUPER COMP PRO GAS SUPER GAS SUPER ELIM E.T. BRACKET	1	$ 400 $ 350 $ 400 $ 250 $ 250 $ 250 $ 250 $ 200 $ 200	8	#1 PLATE BONUS 1,000 EA. CLASS $1,000 BONUS TO NUMBER 1 PLATE WINNER (9 CLASSES)
NHRA $29,750	PRO STOCK	1	$2,500	9	10% I.D. BONUS TO RIDERS WITH "KAWASAKI" LOGO ON MOTORCYCLE/RIDING APPAREL $5,000 BONUS TO NUMBER 1 PLATE WINNER
DRAGBIKE! USA $18,000	TOP FUEL SUPER FUEL FUNNY BIKE PRO STOCK PRO STREET E.T. PRO GAS SUPER GAS COMPETITION ELIMINATOR PRODUCTION ELIMINATOR	#1 PLATE WINNER	$2,000	FINALE	

Schedule subject to change due to decisions by promoter or event organization.
Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
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Kawasaki

Let the good times roll.

PHOTO BY MICHAEL ROSS

Robert Naughton flew his Cagivas to both the 125 and 250cc Expert wins at Canyon Raceway MX in Arizona.

PHOTO BY HENRY MULLER

Tony DiStefano (111) was the "unofficial" winner in the Sr. class at Camp Coker MX. Bob Maner (3) and Frank Stroman (24) pursue.

Naughton sweeps Canyon MX

By Michael Ross

PHOENIX, AZ, MAR. 13

Robert "Fig" Naughton swept both 125 and 250cc Pro motos at the Arizona Moto-X Association's State Championships opener Sunday at Canyon Raceway aboard his factory sponsored Cagivas. Coming off his fifth place finish in the 125cc class at the Daytona Supercross, the Scottsdale, Arizona, resident stopped off at Canyon Raceway to get some riding in after his Januay 29 knee surgery.

Moto one of the 125cc Pro class saw Naughton's Cagiva lead Honda-mounted David McDermott, Kyle Killebrew, Scott Connelly and Brent Wineland to turn one. Naughton had a four second lead by lap two of the nine lap moto, as Wineland forced his way into third. Halfway through the moto, Wineland, who was suffering from a mild concussion after crashing Thursday, was challenging McDermott at every corner but low-sided on lap seven. Wineland remounted without losing a position to a distant Deano Cowan in fourth.

Up front, Naughton cruised to the finish line for his first win of the day. McDermott had second sewed up while Wineland solderied to third.

Moto two saw Naughton holeshot again but unexpectedly pulled off the track at the first turn and let the entire 125cc field by before rejoining the race. "I wanted to work harder for this win," said Naughton.

Naughton's gift fell to Wineland who inherited the lead and set a blistering pace leading Killebrew, Cowan, Connelly, McDermott and Naughton for eight laps. These six riders raced nose-to-tail each looking for daylight as Wineland picked up the already fast pace.

Halfway through the moto, Naughton had moved up with great difficulty into second behind Wineland on what many riders called a one-line track. With two laps to go, Naughton uncorked a monster double jump over "death pit" to take the lead. Wineland came right back and pulled up even at the next corner but had to settle for second at the checkered flag two seconds behind the Cagiva. Third went to McDermott with Killebrew taking fourth.

Results

P/W: 1. Jessie Baldwin (Yam); 2. Dusty Pingree (Yam).
JR CYC STK: 1. Justin Cracky (Kaw); 2. Dylan Guthrie (Kaw); 3. Scott Young (Hon).
80 BEG: 1. Erick Anderson (Yam); 2. Ted Campbell (Hon); 3. Justin Cracky (Kaw).
80 NOV: 1. Matt Martell (Hon); 2. Matt Engsletter (Kaw); 3. Tom Johnson (Yam).
80 NOV MOD: 1. Cam Cartwright (Hon).
80 AM: 1. David Pingree (Kaw); 2. Pat McMullen (Kaw); 3. Billy DeMastry (Hon).
80 AM MOD: 1. David Pingree (Kaw); 2. Pat McMullen (Kaw); 3. Billy DeMastry (Hon).
125 BEG: 1. Derren Ecker (Yam); 2. Justin McMurrich; 3. Jim Cracky (Yam).
125 NOV: 1. Shawn Cisco (Yam); 2. Jeff Griffin (Hon); 3. Alan Holcomb (Yam).
125 NOV MOD: 1. Shawn Cisco (Yam); 2. Jeff Griffin (Hon); 3. Steve Byrne (Hon).
125 AM MOD: 1. Jerry Stuart (Yam); 2. Chip Young (Yam).
125 PRO: 1. Robert Naughton (Cag); 2. Brent Wineland (Hon); 3. David McDermott (Hon).
250 BEG: 1. Troy Kawna (Hon).
250 NOV: 1. Brent Hutton (Kaw); 2. Ben Dominguez (Yam); 3. John Carter (Kaw).
250 NOV MOD: 1. Tim Barker (Hon); 2. James Somerville (Hon).
250 AM STK: 1. Mark Branson (Kaw); 2. Jim Hale (Suz); 3. Bob Blose (Hon).
250 AM MOD: 1. Jim Hale (Suz); 2. Steve Akers (Kaw); 3. Doug Goodman (Hon).
250 PRO: 1. Robert Naughton (Cag); 2. Billy Carlson (Kaw).
VET PRO: 1. Brian Hayes (Yam); 2. Dennis Hilgendorf (Suz); 3. Rick Nagel (Yam).

Andrews, Moree sweep Camp Coker MX

By Henry Muller

SOCIETY HILL, SC, MAR. 6

Mike Andrews piloted his Suzukis to four moto wins in the 125 and 250cc A classes, while Hank Moree Jr. topped the 125cc Amateur and Schoolboy classes in the opening round of the National Association Motorsports Enterprises (N.A.M.E.) Spring Nationals at Camp Coker Motorsports Park. The seven race series is being sponsored by Barr's Competition, Gear Racewear, Scott USA and Tony D. Motocross Schools.

The action got underway with the 125cc Amateurs and Pros being run together but scored separate. Team Green rider Moree blasted out of the first turn with Michael McDonald, Larry Andrews and Mike Andrews attempting to challenge. Moree stayed at the point beyond midmoto before Pro class leader Mike Andrews reeled him in. Andrews moved past as Moree's pace slowed with a failing clutch, both riders well ahead of their respective class. Mike Andrews led brother Larry across the line for the Pro win, while Moree won the Amateur division over McDonald, Jamie Hacking and Mike Fraylick.

Moree holeshot the second moto and never looked back as Pro winner Mike Andrews latched onto Moree's rear fender on the final lap but couldn't make a pass. Lonnie Taylor put on a show as he came from the back of the pack to take second for the moto and third overall

Andrews returned to dominate the 250cc Pro class with two runaway moto wins over Steve Lewis and Todd Ulmer. DiStefano was riding under exhibition status and carved through the pack behind the long gone Suzuki rider Andrews.

Michael McDonald led the first 250cc Amateur moto from start-to-finish with Layton Gwinn surviving an endo to finish second over Kevin Bowles and Brad Mills.

Moto two saw McDonald stretching his early lead over Jay Hauser, while Tim Wilkerson and Gwinn dueled for fourth. Gwinn took third and closed on Hauser with the white flag out. With half a lap to go, Hauser missed a shift and Gwinn shot past for second. McDonald locked up the overall followed by Gwinn and Hauser.

Results

85: 1. David Cantrell (Hon); 2. Philip Hayes (Kaw); 3. Gage Fortson (Yam).
S/MINI: 1. Dabney Bowen (Kaw); 2. David Cantrell (Hon); 3. James Byrd (Kaw).
125 NOV: 1. Jeff Mushala (Yam); 2. Chris Messer (Yam); 3. Zane Batton (Kaw).
250 NOV: 1. Zane Batton (Kaw); 2. Stee Clark (Hon); 3. Bran Giles (Kaw).
125 AM: 1. Hank Moree (Kaw); 2. Michael McDonald (Suz); 3. Lonnie Taylor (Yam).
250 AM: 1. Michael McDonald (Suz); 2. Layton Gwinn (Suz); 3. Jay Hauser (Kaw).
500 AM: 1. Tim Terry (Hon); 2. Steve Starnes (Kaw); 3. Brad Mills (Hon).
SCHBY: 1. Hank Moree (Kaw); 2. Dabney Bowen (Kaw); 3. Brian Thomas (Kaw).
SR: 1. Steve Lewis (Yam); 2. Bob Mane (Hon); 3. Frank Stronan (Kaw).
125 PRO: 1. Mike Andrew (Suz); 2. Larry Andrews (Suz).
250 PRO: 1. Mike Andrews (Suz); 2. Steve Lewis (Yam); 3. Todd Ulmer (Kaw).

Peugh pounces on Black Rock 100

By Mike Thuleen

MURPHY, ID, MAR. 6

Smith Goggles/Vernon Peugh/Honda of Caldwell-backed Todd Peugh piloted his big-bore Honda CR through water, snow, sand, mud and rocks en route to his first overall win at the Sagebusters/Team Whiner 1988 Black Rock 100, the first race of the 1988 Southwest Idaho Desert Racing Association season.

Taking three kicks to light off his 500cc Honda, Peugh found himself in 12th at the long and fast smoke bomb as a blinding snowstorm engulfed the rugged Idaho desert. Mark Olberding had the drive on the Pro/Expert wave, pulling it out over Curt Dice, Ron Wehr and Reed Bright.

Things got worse for Peugh as his bike seized the first of five times just after the smoke bomb plateau. "I stopped for about a minute, then got going again. It seized four more times before the first half of the first loop, so I took it easy for the rest of the race."

Bright picked off Wehr and Olberding on his Team Green/Smith Goggles/EP Performs/Bell/Circle Ind./Ascerbis/Duralube-sponsored Kawasaki KX250 and began to scrape with leader Curt Dice, aboard a CR500 Honda. Bright and Dice came off the first loop together, with Yamaha-pilot Dan Lees powering his Yamaha YZ490 into third. Wehr pitted in fourth, while the hard-charging Peugh slammed up through the teens to fifth.

Up front, the duel between Dice and Bright continued through the tight, slick, black-rocked washes, alternating with fast prairie and two-trackers leading to the 65 mile point gas check. Bright had Dice right at his rear wheel, and Peugh appeared just seconds behind. The cold, wet snow had stopped as the riders came down from the high prairie, but vision problems remained from snowdrifts obscuring holes, rocks ruts and filling up whoops.

Peugh got Dice just after the gas stop, then battled with Bright who made a mistake which put Peugh into first. Dice also pushed by Bright but was unable to catch the fleeting Peugh, who cruised into the finish over a minute ahead of Dice.

When Dice finished it was with two flat tires. In third overall was Bright which locked up the 250cc Expert win over Scott Knodell, who placed 11th.

Dan Lees drove hard to fourth overall ahead of Wehr.

Results

O/A: 1. Todd Peugh (Hon); 2. Curt Dice (Hon); 3. Reed Bright (Kaw); 4. Dan Lees (Yam); 5. Ron Wehr (Hon); 6. Charlie Kouba (Hon); 7. Mark Olberding (Kaw); 8. STeve Moore (Hus); 9. Jeff Miller (Kaw); 10. Jim Baught (KTM).

Majeski leads the way at Trail-Way ST

By Len Breech

HANOVER, PA, MAR. 13

Led by Rob Majeski's hard-earned win over Jim Hollister in the largest Expert class of the day, the 600s, a trio of local number one riders won all three Expert finals, as Trail-Way Speedway launched its 1988 short track season on a day that saw temperatures plummet over 20 degrees during the course of the afternoon. District six's number one, Majeski took the 600cc Expert class, while District seven's title holder and top rider at Trail-Way last year, Tom Cerciello, edged Hollister and the rest of the 750cc Experts, while Georgie Price had enough gas in his tank this year to top the 250s.

PHOTO BY JEFF CRITES

Rob Majeski (1) and Jim Hollister battle at Trail-Way short track.

Pice took the lead on the third lap, when early leader, Mike Klopp seized. At last year's season opener, he led most of the way, only to run out of gas on the final turn. This year, after Klopp seized, he started to put some distance on the Mike Varnes/Dave Duhaine battle for second, that Duhaine took charge of by the fourth lap, with Vanes staying close, until he also seized on the final lap.

Hollister took the lead from Majeski, Paul Crumling, Tom Cerciello and Scott Saunders as the tightly bunched pack of 600cc Experts completed the opening lap. By the halfway point, Majeski had worked his way into first, while Cerciello took control of third. While close until the end, the only battle for position was between Crumling and Saunders for fourth, that went to Crumling by inches.

Max George put his Harley in front of Hollister and Cerciello as the 750cc class got underway. At the completion of the second lap, Cerciello and Hollister had gotten by George, with the order staying the same to the flag.

After Price won the 250cc Expert class, he turned his Harold Dorsey Honda over to Jill Lautenbacher for her to ride in the Amateur class, and she looked like she was going to give the machine its second win, taking the lead from Eddie Hidden and Mike Walton. Walton moved into second on the second lap, while Barry Wolfe moved up to challenge Ken Yoder for fourth. With about three laps left, Lautenbacher drifted a little high in the fourth turn, letting Walton by, with a several length margin.

Charles Lantz, Jerry Hash and Baer quickly pulled away from the rest of the 600cc Amateur field. Hash and Baer both slipped by Lantz on the second lap as they battled for the lead. Baer took the lead as they went down the backstretch on the fourth lap. Once in front, Baer pulled out several lengths in front.

Results

55: 1. John Winsett (Yam); 2. Dan Halligan (Yam); 3. Paul Lynch (Yam).

85 EX: 1. Randy Shank (Kaw).

85 AM: 1. Robert Miller (Yam); 2. Rick Winsett (Yam); 3. odd Winsett (Yam); 4. Paul Lynch (Hon); 5. Jason Lynch (Suz).

200 AM: 1. Kevin Varnes (Yam); 2. Paul Southad (Kaw); 3. Gary Clark (Hon); 4. Harry Schreiber (Yam); 5. Jeff Isola (Kaw).

250 EX: 1. Georgie Price (Hon); 2. Dave Duhaine (Suz); 3. Dave Miller (Hon); 4. Jett Conrad (Yam); 5. Jeremy Lucy (Kaw).

250 AM: 1. Mike Walton (Suz); 2. Jill Lautenbacher (Hon); 3. Eddie Hidden (Yam); 4. Ken Yoder (Suz); 5. Barry Wolfe (Yam).

600 EX: 1. Rob Majeski (H-D); 2. Jim Hollister (H-D); 3. Tom Cerciello (Yam); 4. Paul Crumling (Hon); 5. Scott Saunders (Hon).

600 AM: 1. Dallas Baer (Yam); 2. Jerry Hash (Yam); 3. Charles Lantz (Yam); 4. Paul Nettleton (Rtx); 5. Ron Baer Jr. (Yam).

750 EX: 1. Joe Cerciello (Tri); 2. Jim Hollister (Tri); 3. Max George (H-D); 4. Joe Gately (Tri); 5. Eric George (Tri).

SR: 1. Joe Heberling (Yam); 2. Joe Gately (Tri); 3. George Price (Kaw).

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Marc Peters (35) leads Russ Wageman in the first 250cc Pro moto at the Bakersfield Supercross. Wageman took the overall win.

Wageman cranks out Bakersfield SX win

By Ken Faught

BAKERSFIELD, CA, MAR. 12

Yamaha-mounted Russ Wageman overcame a loss in the first moto to win the 250cc Pro class and take home a lion's share of cash at the Whitewolf-promoted Supercross at the Kern County Fairgrounds.

First moto action saw Jeff Mabery get the holeshot over Dallen McKenney, Marc Peters, Wageman and Darrin Hoeft. Shortly into the race McKenny crashed hard over a set of doubles and DNF. Wageman narrowed the distance on Peters and set the stage for what turned out to be the best race of the night. The two riders banged bars for seven laps until Wageman managed to pass Peters in the whoops to take over second. While Wageman and Peters were battling Cagiva's Mike Young moved into fourth ahead of Rich Taylor. Taylor dropped out of a money making position when he over-jumped a double, which allowed Hoeft to break into the top five at the finish.

At the start of the second moto Wageman holeshot Doug Belcher, Mabery, Kelly Andris and Cory Rarick. Wageman expanded his lead during the early laps, but Mabery picked up the pace and was soon pressuring Wageman. Halfway into the race Mabery stalled his Yamaha, giving Wageman some breathing room. Mabery quickly restarted without losing a position and continued to chase Wageman. Further back Andris slipped by Belcher to take over third, while Rarick still maintained fifth. With only a little time remaining Mabery caught Wageman and tried everything he could to take over the lead.

At the finish Wageman took the win closely followed by Mabery, Andris, Belcher and Paul Villa. Wageman took the overall followed by Mabery, Young, Villa and Andris.

Devol Engineering's Jeremy McGrath led Randy Moody, Kenny Daniles, Spencer Sharp and Brian Peoples at the start of the first 125cc Intermediate moto. Moody quickly passed McGrath and the two swapped the lead several times before Moody fell in a turn. Moody quickly remounted in third behind Sweaney, then worked his way around Sweaney and set after McGrath. With only two laps remaining a lapped rider tangled with McGrath, causing the leader to fall. McGrath retained the lead, but now Moody was close behind. Moody chased McGrath down to the checkers where they finished ahead of Sweaney, Daniel Bush and Tyler Edwards.

At the start of the second moto McGrath again holeshot Tony Qualls, Steve Sequerra, Peoples and Edwards. Moody gated near 10th on the first lap. Qualls passed McGrath, only McGrath went flying by over a set of doubles. After moving back into first McGrath opened up a sizeable lead as Qualls dropped to third with Peoples moving into second. Halfway into the moto McGrath had expanded his lead to eight seconds, and was still pulling away. At the finish McGrath took the win ahead of Peoples and Qualls. Sequerra managed to hold off Moody for fourth. McGrath took the overall followed by Moody, Sweaney, Sequerra and Peoples.

Results

250 PRO: 1. Russ Wageman (Yam); 2. Jeff Mabery (Yam); 3. Mike Young (Cag); 4. Paul Villa (Hon); 5. Kelly Andris (Yam).

125 INT: 1. Jeremy McGrath (Yam); 2. Randy Moody (Hon); 3. Todd Sweaney (Suz); 4. Steve Sequerra (Hon); 5. Brian Peoples (Yam).

500 INT: 1. Jon Levey (Suz); 2. Mick Elsberry (Hon); 3. Jason Benacka (Kaw).

VET PRO: 1. Ken Zahrt (Hon); 2. Randy Lewis (Cag); 3. Rick Grant (Hon); 4. Mike Bosworth (Suz).

PHOTO BY KEN FAUGHT

PHOTO BY KATHY HERNDON

By a narrow margin of just one second Jason Ingersol took the overall victory at the SCEC Puckerbush Enduro in Red Mountain, California.

500 PRO: 1. Marc Peters (Yam); 2. Sean Conley (Kaw); 3. Randy Chapman (Kaw).

250 INT: 1. Jeremy McGrath (Yam); 2. Joh Levey (Suz); 3. Tony Qualls (Yam); 4. Shawn Davis (Hon); 5. Mike Mennig (Yam).

125 PRO: 1. Kerry Mulligan (Hon); 2. Jeff Mabery (Yam); 3. Shawn Wynne (Suz); 4. Barrin Hoeft (Yam); 5. Steve Lamson (Yam).

250 JR: 1. Mike Finch (Hon); 2. Skip Gilliam (Yam); 3. Vince Baioni (Hon); 4. Greg Groom (Suz); 5. Dan Coonis (Yam).

500 BEG: 1. Major Alford (Kaw); 2. Mark Zauner (Yam); 3. Jack LaVancil (Hon).

500 JR: 1. Mark Selback (Kaw); 2. Eric Flemins (Hon).

VET JR: 1. J.D. Bramlet (Suz); 2. Kent Reed (Hon); 3. Clay Bull (Kaw); 4. Fred Little (Kaw); 5. Mitch Ralow (Hon).

VET INT: 1. Kenny Millsaps (Hon); 2. Mark Howard (Hon); 3. Tim Tolleson (Suz).

OT: 1. Ron Reyer.

P/W: 1. Chad Adams (Yam); 2. Brian Hulsey (Yam); 3. Shawn Rolow (Hon); 4. Jon Hulsey (Yam).

60: 1. Jay Theys (Kaw); 2. Randy Salmon (Kaw).

80 BEG: 1. Scott Bennett (Hon); 2. Jeff Fisher; 3. Jay Theys (Kaw).

125 JR D-1: 1. Cole Gress (Kaw); 2. Raymond Anthony (Hon); 3. Derek Meyer (Hon); 4. Mike Moore (Hon); 5. Brian Alexander (Hon).

125 JR D-2: 1. Alex Rogers (Hon); 2. Kevin Jones (Hon); 3. Buck Barnett (Hon); 4. Nick Morgan (Yam); 5. Leon Fitzgerald (Hon).

125 BEG D-1: 1. John Specht (Hon); 2. Jaime Knox (Yam); 3. Brett Botnton (Hon); 4. Howard Smithson (Hon); 5. Mike Walker (Kaw).

125 BEG D-2: 1. J.R. Cecchetti (Kaw); 2. Michael Edwards (Hon); 3. Kevin Dubowsky (Hon); 4. Tommy Little (Kaw); 5. Marc Laidler (Kaw).

250 BEG D-1: 1. Jason Sitlion (Suz); 2. Ricky Zeiglerr (Hon); 3. Gerals Helm (Yam); 4. David Mull (Suz); 5. Kris Tarbet (Cag).

250 BEG D-2: 1. Michael Edwards (Hon); 2. Bill Drake (Hon); 3. Robert Kong (Yam); 4. Brent Smith (Kaw); 5. Kevin Humphrey (Hon).

Ingersol squeaks to Puckerbush Enduro win

By Bill Herndon

RED MOUNTAIN, CA, MAR. 13

Finishing second overall at last month's Team Challenge Enduro in Barstow, California, Chapparel M.C.'s Jason Ingersol retaliated by edging out last month's winner Steve Williams by one second at the Southern California Enduro Club (SCEC) Puckerbush Enduro in Teagle Wash.

Capturing the 250cc AA class win as well, Ingersol said, "The course wasn't marked very good at all; worse than the last couple of events. I wish they could've made the free territory virgin terrain a special test. It was a really neat part, but we had to just cruise through it."

Ingersol dropped a total of 2.135 points to Williams' close 2.136. Third overall went to 17-year-old Craig Stenler with a 2.172 score. Rounding out the top five were John Ferro (3.199) and Tom Webb (4.175).

Leading a string of nine "fours" was Webb who said, "I only had one problem, and that was in the Barbender Rocks special test at the end of loop one. I must have cut the course somewhere and never knew it. I was off .6 miles and burned a check."

Jordan Chaney took yet another Open A win at 4.246 for sixth overall in front of fellow Barbender Scott Crawford at 4.256. Willy Kennedy notched the 250cc Vet A win with a 4.269 at eighth overall, followed by Ken Symer at five seconds back. Steve Bebeck grabbed a 4.281 for 10th overall, while Tony Rickard screamed a borrowed YZ125 to an easy 200cc AA win at 4.281.

For the third time in a row, Kevin Cleland smoked the Family Loop with a 1.61 drop on his Honda CR80. Mark Cook finished second overall with a 1.92, while Dean Beauchamp took third on his CR80 Honda. Diane Bainbridge clicked her Yamaha into the B Women win with a 2.140. Vergie Humboldt rounded out the Family Loop top five with a 2.153.

Results

OVERALL: 1. Jason Ingersoll (Hon); 2. Steve Williams (Yam); 3. Craig Stenberg (Yam); 4. John Ferro (Hon); 5. Tom Webb (Suz); 6. Jordan Chaney (Hus); 7. Scott Crawford (Yam); 8. Willy Kennedy (Hon); 9. Ken Symer (Hon); 10. Steve Bebeck (Hon); 11. Tony Rickard (Yam); 12. Rob Bush (Kaw); 13. Mike Smith (Yam); 14. John Uhern (Hon); 15. Mike Webb (Suz); 16. Rick Sowma (Yam); 17. Bruce Boring (KTM); 18. Rob Rumrill (Kaw); 19. Dave Lemaster Jr. (Hon); 20. Tim Beall (Hon).

LOOP 1: 1. Kevin Cleland (Hon); 2. Mark Cook (Hon); 3. Dean Beauchamp (Hon); 4. Diane Bainbridge (Yam); 5. Vergie Humboldt (Hon).

Darland smokes Salome 100

By Michael Ross

SALOME, AZ, MAR. 6

Honda CR500-mounted Jeff Darland scored the overall win in the Open Expert class Sunday during the Arizona Desert Racing Association's, Cagiva of North America-sponsored 12th Annual Salome 100.

Cagiva factory rider Garth Sweetland took second overall and second in Open Expert after dicing all day long with Scott Davis. Davis took third overall and first in the 250cc Expert class on his CR250 Honda.

Racing action got started promptly at 7:30 a.m. Sunday with the Mini Cycle class. Early leader Chance Carvona of Phoenix looked like a shoo-in to take the 409 mile long mini race when he ran out of gas in the last loop handing the overall to Richie Church of Show Low, Arizona. Yamaha-mounted Church averaged 35.15 mph on his way to victory over the 40 rider field.

Riders were flagged off in pairs at 30-second intervals to challenge the 41-mile long loop. Experts would make three laps while the rest of the field would make two loops.

Darland led the first lap with an average speed of 44.85 mph, closely followed by Davis with an average of 43.98 mph. Drey Dirck's 250 Honda was up front for two hours before mechanical problems dropped him out of the race. Karl Adams retired early when he crashed his Kawasaki KX250 into an iron pipe.

By lap two Darland had disposed of Davis. Said Davis after the race, "The cap came off my enduro jug mounted to the handlebars and gas

blew out all over me and got on my goggles. I had to take off my goggles two miles into the last lap. I just couldn't see through the dust."

Darland went on to win in spite of getting a flat rear tire 15 miles into his last loop. Flats would plague almost every rider, with some getting two or more during the afternoon.

It was Darland's second overall win this year. The Sunnyslope Honda/AXO/USA Sport/Maxima-sponsored rider called the race, "Fun, but a lot more challenging than I thought it would be. Davis stayed pretty close on the first lap, but I lost him after lap two."

Second overall finisher Sweetland was upset when he came into the pits after the race. Sporting a good sized cut on his upper lip Sweetland complained, "Two riders knocked me down. One was Scott Davis. I was coming up on the inside when he put me out. It was real dusty but I like the course." Sweetland, who devotes most of his time to racing hare & hound Nationals for Cagiva of North America, completed the course in 2:49.55, 1:25 seconds behind Darland.

Third overall Davis came into the pits covered with dust but smiling. "I blew a turn and my front wheel almost went over a cliff when I heard Sweetland coming up behind me. I passed him when he blew a turn but I never got within three feet of him. My arms are just all beat up from his roosts," explained Davis after the race.

Results

MINI NOV: 1. Frank Ramos (Hon); 2. Robbie Vermelyea; 3. Tera Laho (Hon).
MINI AM: 1. Richie Church; 2. Alex McCelyea (Kaw); 3. Mike Shivers (Yam).
200 BEG: 1. Daryl Kanuho (Hon); 2. Bruce Morrison (Suz); 3. William Rowe (Hon).
200 NOV: 1. Dan Boardman; 2. Marcrae Glass (Hon); 3. David Lennon (Yam).
200 AM: 1. Todd Davis (Kaw); 2. Destry Abbott (KTM); 3. Damon Ramsey (Kaw).
200 EX: 1. Thomas Manion (KTM).
250 BEG: 1. Brad Person (Hon); 2. Greg Gaudet (Yam); 3. Will Casner (Yam).
250 NOV: 1. Todd Smith (Hon); 2. Paul Atwater (KTM); 3. Matt Krueta (Hon).
250 AM: 1. Mike Koglik (Hon); 2. Tim Pettit (Yam); 3. Dan marchand (Hon).
250 EX: 1. Scott Davis (Hon); 2. Chris Strang (Hon); 3. Gary Kent Jr. (Hon).
OPEN BEG: 1. Kevin Aljets (Hon); 2. Rex Riley (Yam); 3. Richard Thompson (Hus).
OPEN NOV: 1. Dave Gablonsky (Hon); 2. Scott Karstetter (Hon); 3. Dan Dillsworth (KTM).
OPEN AM: 1. Cody Eller (Hon); 2. Tom Abril (Hon); 3. Kent Nichols (Hus).
OPEN EX: 2. Jeff Darland (Hon); 2. Garth Sweetland (Hus); 3. Joshua Giles (Hon).
30+ BEG: 1. Rick Alexander (KTM); 2. Larry Hefley (M-S); 3. Tom Goodwyn (Yam).
30+ NOV: 1. Thomas Franty; 2. Harry Ritter (Hus); 3. Barry Harelson (Hus).
30+ AM: 1. Allen Poore (Hus); 2. Elmer Attson (Yam); 3. Ken Stumpff (Suz).
28+ EX: 1. Tom Bryan (Hon); 2. Tim Leehe (KTM); 3. Karl Schenk (Hon).
40+ NOV: 1. David Fry (KTM); 2. Ed Hooper (Yam); 3. Dave Mcelyea (Kaw).
45+: 1. John Kozlik (Hon); 2. Gordon Ramos (Hon); 3. Louis Lecrone (KTM).
38+ EX: 1. Stan Foster (KTM); 2. Rob Beggs (KTM); 3. George Tachick (Yam).
BUDDY CYC: 1. Mike Brinkerhoff/Chad Berg (Yam).
DINO C: 1. Mike Thorn (Hon); 2. Hank LaPorte (Hus); 3. Biles Widener (Hon).
DINO V: 1. Dan Schmerfeld (Kaw); 2. Mike Furr (Hus); 3. Ronald Smith (Hus).
WMN: 1. Liz McDaniel (KTM); 2. Alicia Turner (Hon); 3. Sheryl Prosser (KTM).

Storbeck storms Goodtimes MX

By Warren E. Domke

SAN ANTONIO, TX, MAR. 6

Danny Storbeck pushed his borrowed Honda and himself to first overall in the 250cc Expert class at Goodtimes Motorsports Park.

Storbeck came out of an eight-month retirement and holeshot the first moto, but didn't fare so well in the second. Scott Renick led the start that time, but tangled with Jack Beckham in the hairpins. Mike Bradshaw took over the lead, closely followed by Storbeck. Storbeck managed to gain the lead on the second lap and never gave it up, although Bradshaw came close to passing several times. Randy Greenhill held onto third place until Beckham

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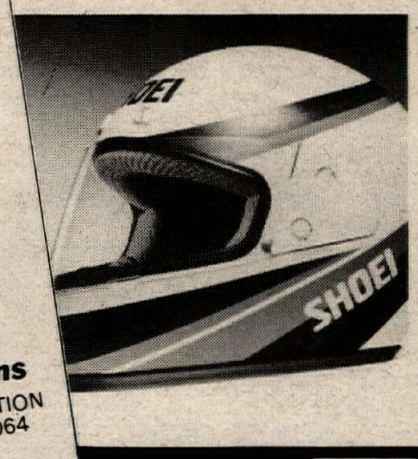

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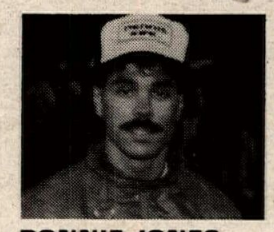

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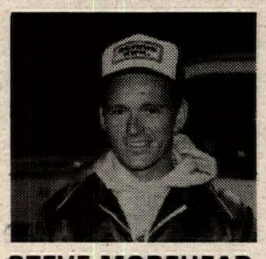

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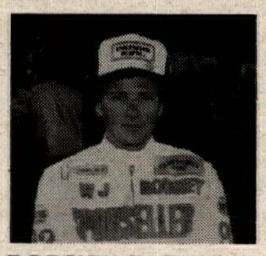

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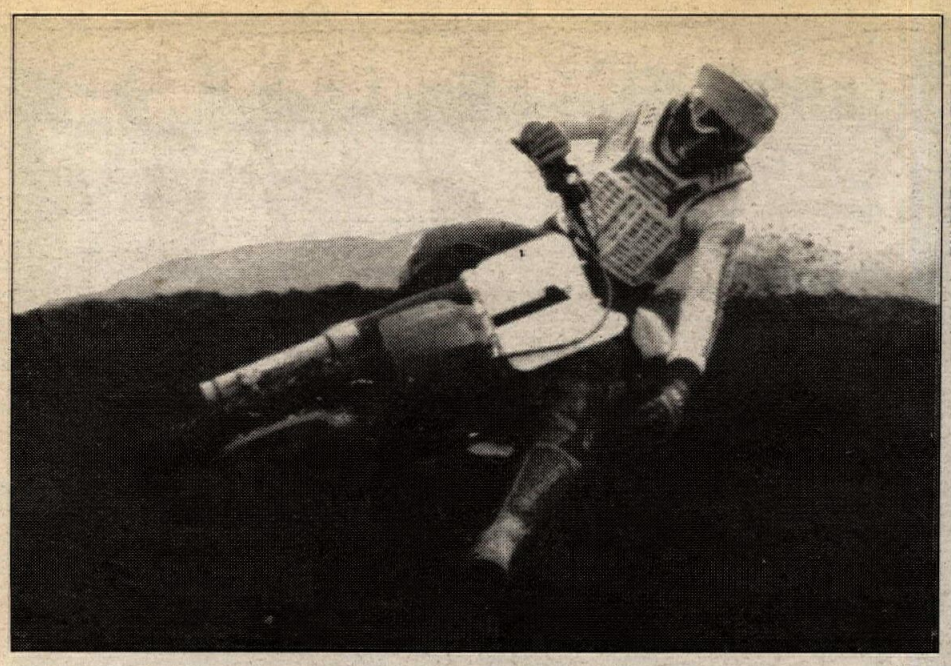

PHOTO BY KATHI DAVIS

Robbie Hadlock piloted his Honda CR500 to the Open Expert win at Fernly Motocross in Sparks, Nevada.

PHOTO BY GARY CRIDER

Winners of the AMA Carolina Winter MX Series at Hell Hole Creek Motocross show off their prizes.

moved up and passed him. Nobody gave up a position easily, and everyone who placed in the top five worked hard to make his position.

Results

125 BEG: 1. Jimmy Little (Suz); 2. Rowdy Flanagan (Kaw); 3. David Perry (Hon); 4. Mike Rodgers (Hon); 5. Paul Payne (Yam).
250 NOV: 1. Earl Ingram (Kaw); 2. Keith Schaefer (Hon); 3. Sam Knowlton (Yam); 4. Kirk Clovis (Hon); 5. Charlie Lugo (Hon).
250 OPEN: 1. Jon Bennett.
250 BEG: 1. Jamie Garner (Pen); 2. Luis Garza (Hon); 3. Glenn Szostak (Suz); 4. Jeff Johnson (Hon); 5. George Hepler (Suz).
OVER 30: 1. Monte Hall (KTM); 2. Ed Coker (Kaw).
125 NOV: 1. William McDonald (Hon); 2. Marcos Pepper (Hon); 3. Chad Christian (Yam); 4. Cody Mitchell (Cag); 5. Jorge Castaneda (Suz).
125 OPEN: 1. Kirk Clovis (Hon).
MINI SR: 1. Rowdy Flanagan (Kaw).
MINI JR: 1. Dustin Traylor (Hon).
250 INT: 1. Rusty McDowell (Hon); 2. Jim Knight (Yam); 3. Sanee Tabassi (Yam); 4. Kris Gaines (Kaw); 5. Jeff Johnson (Hon).
125 INT: 1. David Savoie (Hon); 2. Rene Gomez (Kaw); 3. Tom Eastwood (Yam).
250 EX: 1. Danny Storbeck (Hon); 2. Mike Bradshaw (Hon); 3. Jack Beckham (Hon); 4. Randy Greenhill (Kaw); 5. Scott Renick (Kaw).

Lamson unstoppable at Fernly MX

By Kathi Davis

SPARKS, NV, MAR. 6

Steve Lamson continued his dominance of northern Nevada motocross with perfect scores in the 125 and 250cc Expert classes at the Fernly Motocross Track.

Lamson's perfect record was in trouble early in the first 125cc Expert moto as he and Mark Vason both went down as Lamson dove under Vason for a pass. Vason got going first but not until several riders got by. Lamson got up near midpack and started a charge through the field that carried him to the front and the moto win.

In the second moto Lamson made sure he would win the moto by grabbing the lead at the start and pulling away.

In the 250cc Expert race Lamson was leading both motos by the end of the first lap and stayed on the gas through both motos to pull away for the win. While Lamson was out front in the second moto Robbie Hadlock, Dave McCombs and Butch Stillmach were engaged in a three-way battle for second.

The three riders fought it out through the whole race with Hadlock finishing second, McCombs third and Stillmach a close fourth.

When the Open Expert class took to the track Hadlock let it be known that the first moto was all his as he pulled away to a comfortable lead and won going away followed by Rick Woodson.

The second moto saw some of the best racing all day as Hadlock and Woodson battled it out for the whole race. The two of them banged bars and rubbed tires in almost every corner. As the moto drew to a close, Woodson had the lead and Hadlock made a desperate pass. The two hit bars again but this time Woodson got the worst of it and fell. Hadlock pulled away for the moto win and overall victory.

Unofficial Results

MINI D-B: 1. Milo Ford (Kaw); 2. Reggie Landsberry (Hon); 3. Jody Brawhant (Hon).
80 NOV A: 1. Shane Esposito (Yam); 2. Carter Yohey (Suz); 3. Justin Turaney (Hon).
80 JR: 1. Steve Garnett (Suz); 2. Harry McMahan (Yam); 3. Steve Yacak (Yam).
125 EX: 1. Steve Lamson (Hon); 2. Mark Vasan (Kaw).
125 JR: 1. P.J. Yacak (Yam); 2. James Morningstar (Kaw); 3. Billy White (Kaw).
VET SR: 1. Kim Adamson (Hon); 2. Edd Price (Hon); 3. Rex Hibdon.
VET EX: 1. Larry Wright (Hon); 2. Larry Brown (Hon); 3. Mark Martinmas (KTM).
VET PRO: 1. Rich Thorwaldson (Hon); 2. Rick Woodson (Kaw).
250 NOV: 1. Mike McMurray (Suz); 2. Steve Miller (Yam); 3. Danny Staphs (Hon).
OPEN EX: 1. Robie Hadlock (Hon); 2. Rich Woodson (Kaw); 3. Tim Dyer (Hon).
125 NOV: 1. Darin Channel (Kaw); 2. Jason Tiensvold (Hon); 3. Craig Laird.
OPEN NOV: 1. Steve Miller (Hon); 2. Jim Herriott (KTM); 3. Michael Murphy (Hon).
OPEN JR: 1. Steve Brown (Hon); 2. Al McElroy (Hus); 3. Sam Key (Hon).
250 EX: 1. Steve Lamson (Yam); 2. Robbie Hadlock (Hon); 3. Randy Mago (Hon).
250 JR: 1. P.J. Yacak (Yam); 2. Shawn Palmer (Hon); 3. Mark Lawson (Kaw).
250 NOV B: 1. Keith Burnett (Hon); 2. Wayne Carstairs (Hon); 3. Thomas Arp (Suz).
OT EX: 1. Rich Thorwaldson (Hon); 2. Russ Wyant (Hon); 3. Dana Braham.
OT JR: 1. Allen Bray (Hon); 2. Clayton Ross (Suz); 3. Bill Jones (Mai).

Smail unstoppable at Horn Rapids MX

By Bart Spackly

RICHLAND, WA, MAR. 13

American Honda/Rock Oil/Answer-backed Lance Smail was unstoppable in the 125cc Pro class at Horn Rapids ORV Park as he convincingly devoured the competition with 15-second leads in both motos.

At the start of the first moto Smail had the holeshot followed closely by Brian Thomson, Scott Grimm and Scott Steffy. Thomson hounded Smail for the first few laps as Grimm and Steffy swapped postitions before Steffy stuffed a deep sand berm. Halfway through the moto Smail had built an insurmountable lead and was riding flawlessly. At the checkered flag Smail took the win followed by Thomson, Grimm and Steffy.

The second moto was much the same as Smail once again ripped the start with Thomson, Grimm and Steffy in tow. It didn't take long for Smail to pull out a lead as Steffy worked on Grimm. Once Steffy passed Grimm he caught Thomson with two laps to go. Steffy tried everything in the book to get by but Thomson held on for second. The finishing order in the moto and overall was Smail, Thomson and Steffy.

In 125cc B action Jon Kuebler was the dominant force as he beat Casey Horseman and Brett Butler by over 15 seconds.

Tom Dogherty bested the Up the Hill class with 1-1 scores over Dan Lees and Dave Silvestri.

Results

125 PRO: 1. Lance Smail (Hon); 2. Brian Thomson (Yam); 3. Scott Steffy (Yam).
125 A: 1. Matt Worbes (Hon); 2. Bobby Winker (Yam); 3. Todd Shini (Hon).
125 B: 1. Jon Kuebler (Hon); 2. Casey Horseman (Hon); 3. Brett Butler (Hon).
125 C: 1. D. Kissel (Hon); 2. Tom Hobeck (Kaw); 3. L. Perkins (Yam).
250 PRO: 1. Scott Steffy (Yam); 2. Mike Tresch (Hon).
250 A: 1. Larry Kuebler (Hon); 2. Dave Silvestri (Suz); 3. K. Peterson (Suz).
250 B: Matt Shealy (Yam); 2. Matt Larson (Hon); 3. Tim Ewert (Hon).
250 C: 1. Mike Hobeck (Kaw); 2. Kaul Lasso (Hon); 3. Rich Thomas (Hon).
OPEN A: 1. Ken Peterson (Hon); 2. Tom Stolts (Hon).
OPEN C: 1. Dave Cotre (Hon); 2. Lyle Perkins (Yam); 3. Gary Taber (Hon).
OT A: 1. Ron Hines (KTM); 2. Roger Knight (Hon); 3. Bob Harrison (Suz).
OT B: 1. Gary Doggett (Kaw); 2. Charlie Poska (Hon); 3. Bob Ballew (Kaw).
OT C: 1. Ed Mantz (KTM).
30-40 A: 1. Don Lees (Yam); 2. Dennis Poole (Yam); 3. Chris Huntzleman.
30-40 B: 1. Pat Jaquish (Hon); 2. Randy Kaping (Hon); 3. Kip Kenyon (Hon).
UTH A: 1. Tom Dogherty (Hon); 2. Dan Lees (Yam); 3. Dave Silvestri (Suz).
80 B: 1. Wade Russell (Kaw); 2. Jeff Baily (Hon); 3. Karen Jacobson (Yam).
80 C: 1. Scott Johnson (Kaw); 2. Derek Minzell (Kaw); 3. Eric Waunch (Hon).
60: 1. Derek Minzel (Kaw); 2. Jimmy LeMastas (Kaw); 3. Cam Phillips (Hon).
50: 1. Jake Bolland (Yam); 2. Jason Zulkhe (Yam); 3. Stephen Berger (Suz).

Dalton doubles Hell Hole Creek MX

By Gary Crider

COLUMBIA, SC, FEB. 21

Kawasaki pilot Paul Dalton hammered out convincing wins in the 125 and 250cc C divisions in the final round of the Gear/Barr/PPM/Georgia Cycle Supply-sponsored 5th Annual AMA Carolina Winter MX Series at Hell Hole Creek MX. Layton Gwinn and Hank Moree also took double-class wins, while Dabney Bowen edged James Hardy in close Senior Mini action.

Dalton, a newcomer to the 250cc class, looked confident as he overcame a botched first moto start and got by leader Todd Martin both times to earn a perfect score. Series champion Martin held on for a 2-2 tally over series' runner-up John Roberts. Virginia resident Chad Viers was fifth overall for the day and took third in the series by a one-point margin over Richard Thompson. Thompson finished third in moto one but a second moto crash held him to eighth overall.

In 125cc C first moto action, Dalton fought back from a slow start and eventually passed Matthew Fussell for the lead and the win. Dalton led the second moto from start-to-finish for top honors, while Fussell posted 2-2 over Steven Ratliff's pair of thirds. Coming into the race, Fussell and Ratliff were tied for the series lead. Fussell emerged with the championship, four points ahead of second place Ratliff.

The Senior Mini class saw the day's closest racing as Kawasaki/Neeley Racing/AXO-backed Bowen squared off with Carolina Orthopedics Association-sponsored Hardy. Hardy, who recently returned to action after knee surgery, swapped the lead back and forth with Bowen in moto one until the pair collided and crashed. Hardy got back underway ahead of Bowen and took the win. Hardy holeshot moto two and led until Bowen got by in the final laps to win the moto and the overall over Hardy. Bowen took the series victory over Jeff Hensley.

Columbia Suzuki's Layton Gwinn carved out 1-1 finishes in the 250cc B class, while Jay McClellan's 4-2 score put him on top of a three-way tie for second over Phillip Caldwell and David Eller. Gear/White Brothers/Maier Plastic-backed Eller claimed the series title over Gwinn.

Tommy Martin, riding his second race after a layoff due to injury, topped the 125cc A division over series victor Mark Spriggle and came back to challenge Robby Neeley in 250cc/Open A racing. Martin passed Neeley late in the opening moto for the win.

In moto two, however, Martin's bike was disabled in a first-lap collision. Smith/Answer/Yokohama's Neeley emerged with the moto win and top gold. Ohio resident David Hand, riding his first outdoor race of the season, gassed his Bell/Weidler-backed Honda to 4-2 finishes to claim runner-up honors.

Results

65 MINI: 1. Robbie Horton (Kaw).
JR MINI: 1. Patrick Greer (Kaw); 2. Richie Horton (Yam); 3. Michael Gordy (Kaw).
SR MINI: 1. Dabney Bowen (Kaw); 2. James Hardy (Kaw); 3. Tilden Styron (Kaw); 4. Phil Haynes (Kaw); 5. Anthony Fitch (Hon).
125 YTH: 1. Hank Moree Jr. (Kaw); 2. Stacey Barnett (Kaw); 3. Ned Blackwelder (Kaw).
125 C: 1. Paul Dalton (Kaw); 2. Matthew Fussell (Kaw); 3. Steven Ratliff (Hon); 4. Charles Dyson (Kaw); 5. Richard Thompson (Hon).
250 C: 1. Paul Dalton (Kaw); 2. Todd Martin (Kaw); 3. John Roberts (Yam); 4. Johnny Anderson (Hon); 5. Chad Viers (Yam).
125 B: 1. Hank Moree Jr. (Kaw); 2. Stacey Barnett (Kaw); 3. Jamie Hacking (Kaw); 4. Lonnie Taylor (Yam); 5. Michael Eastwood (Hon)..
250 B: 1. Layton Gwinn (Suz); 2. Jay McClellan (Yam); 3. Phillip Caldwell (Hon); 4. David Eller (Kaw).
OPEN AM: 1. Layton Gwinn (Hon); 2. Alan Hensley (Hon); 3. Chad Viers (Kaw).
SR (30+): 1. Steve Lewis (Yam); 2. Jay McClellan

(Yam); 3. Bob Maner (Hon); 4. Hugh Stouffer (Kaw); 5. Jack Armstrong (Yam).
125 A: 1. Tommy Martin (Hon); 2. Mark Spriggle (Suz); 3. Robby Neeley (Kaw); 4. David Albert (Cag).
250/OPEN A: 1. Robby Neeley (Kaw); 2. David Hand (Hon); 3. Mark Spriggle (Hon); 4. Jeff Biggers (Yam); 5. Todd Ulmer (Kaw).
SERIES OVERALL
65 MINI: 1. Robbie Horton.
JR MINI: 1. Patrick Greer; 2. Richie Horton; 3. Michael Gordy.
SR MINI: 1. Dabney Bowen; 2. Jeffrey Hensley; 3. Troy Logue.
125 YTH: 1. Hank Moree Jr.; 2. Stacey Barnett; 3. Ned Blackwelder.
125 C: 1. Matthew Fussell; 2. Steven Ratliff; 3. Richard Thompson; 4. Pat Ellis; 5. Stuart Amos.
250 C: 1. Todd Martin; 2. John Roberts; 3. Chad Viers; 4. Richard Thompson; 5. Johnny Anderson.
125 B: 1. Hank Moree Jr.; 2. Lonnie Taylor; 3. Stacey Barnett; 4. Jamie Hacking; 5. Alan Hensley.
250 B: 1. David Eller; 2. Layton Gwinn; 3. Phillip Caldwell.
OPEN AM: 1. Alan Hensley; 2. Layton Gwinn; 3. Chad Viers.
SR (30+): 1. Steve Lewis; 2. Raymond Dawson; 3. Bob Maner.
125 A: 1. Mark Spriggle.
250/OPEN A: 1. Jeff Biggers; 2. Mark Spriggle; 3. Todd Ulmer.

Packs dominate Monterey ST

By Mike Vancil

MONTEREY, CA, MAR. 5

Brothers Bob and John Pack were the dominant winners at the R&D Enterprises' short track at the Monterey County Fairgrounds. Bob notched the victory in the 250cc Novice class, while John scored wins in the 500 and 600cc Junior classes.

The first victory of the Pack clan came when Bob Pack handily won his 250cc Novice heat race over Lonnie Pauley. It was a sure fire start and a good tactical race that allowed the Auto Import Racing-sponsored Pack to get the victory over T.C. Supplies and Total Crafts-sponsored Pauley.

In the final it appeared that Pauley had finally gotten the track and equipment figured out as he got the lead over Mel Walker and Pack. The lead stayed in Pauley's possession until about the ninth lap of the 13-lap final when his machine mysteriously quit coming out of turn two, leaving him sidelined for the duration of the race. By this time Pack already had worked by Walker and was able to hold onto the lead until the checkers. Behind Walker it was Greg Sowle who finished third.

In the Junior ranks it was all John Pack, the other half of the Auto Import Racing Motorcycle Team. In each of John Pack's victories it was Patrick Vacchieri on his Ultimate Image-sponsored Yamaha behind Pack's Yamaha. On several occasions Vacchieri worked up to rub wheels with Pack but couldn't make a pass. The final in the 600cc Junior class was the closest of their battles where the margin of victory was only a half-wheel. Hard earned third in both the 500cc and 600cc Junior finals went to Anthony Giammanco aboard his Yamaha, a machine that pitched him off fairly hard in the 500cc heat race.

Results

P/W: 1. Michael Hannas (Suz); 2. Jesse Dawson (Yam); 3. Adam Miller (Yam).
60 NOV: 1. John Dawson (Kaw); 2. A.J. Kirkpatrick (Kaw).
60 JR: 1. Johnny Murphree (Kaw); 2. Matt Willard (Kaw).
80 NOV: 1. Dan Hart (Kaw); 2. Don Hart (Yam); 3. Jeremy Twitt (Kaw); 4. Tim Alvernaz (Yam); 5. Robert Rael (Kaw).
80 JR: 1. Johnny Murphree (Kaw); 2. Matt Willard (Kaw); 3. William Luker (Kaw).
BG/LB: 1. Jimmy Higuera (Kaw); 2. Kevin Crowley (Kaw); 3. Paul Iwanaga (Hon); 4. Bob Pack (Hon); 5. Tracy Dawson (Kaw).
250 NOV: 1. Bob Pack (Hon); 2. Mel Walker (Yam); 3. Greg Sowle (Yam); 4. Dan Feldhaus (Kaw); 5. Shawn Edwards (Yam).
500 NOV: 1. Danny Delmenico (Hon); 2. Bob Pack (Hon); 3. Greg Sowle (Yam); 4. Mel Walker (Yam); 5. Aaron Twitt (Kaw).
500 JR: 1. John Pack (Yam); 2. Patrick Vacchieri (Yam); 3. Anthony Giammanco (Yam); 4. David Freeze (Yam); 5. Tracy Dawson (Yam).
600 JR: 1. John Pack (Yam); 2. Patrick Vacchieri (Yam); 3. Anthony Giammanco (Yam); 4. Tracy Dawson (Yam); 5. John Dawson (Yam).
500 EX: 1. Paul Iwanaga (Hon); 2. Jimmy Higuera (Hon); 3. Kevin Crowley (Yam); 4. Gary Ferravanti (Rtx); 5. Eric Larsen (Hon).
DFC NOV: 1. Lonnie Pauley (Yam); 2. John Pierce (Yam); 3. Greg Sowle (Yam); 4. Dan Feldhaus (Kaw).
MINI: 1. Dan Hart (Kaw); 2. Don Hart (Yam); 3. Johnny Murphree (Kaw); 4. Matt Willard (Kaw); 5. William Luker (Kaw).

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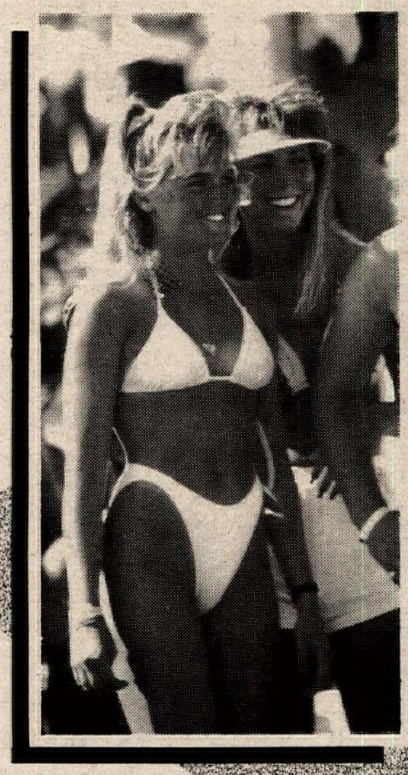

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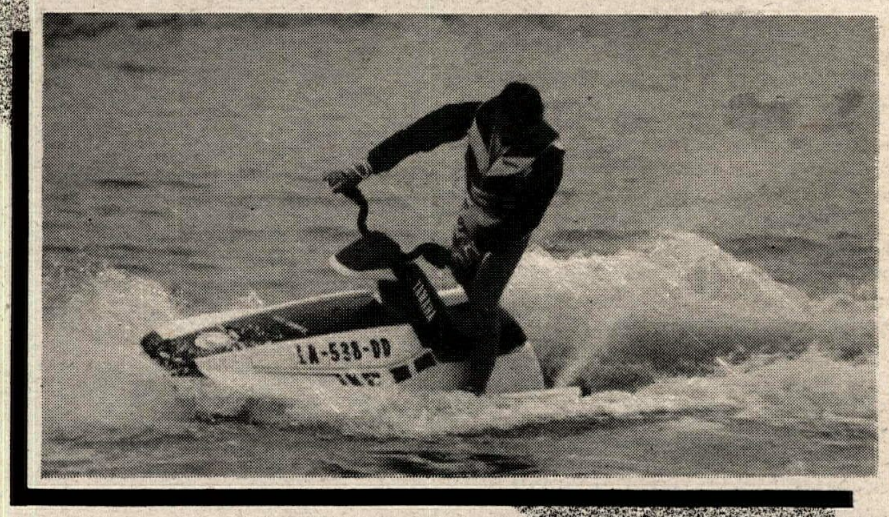

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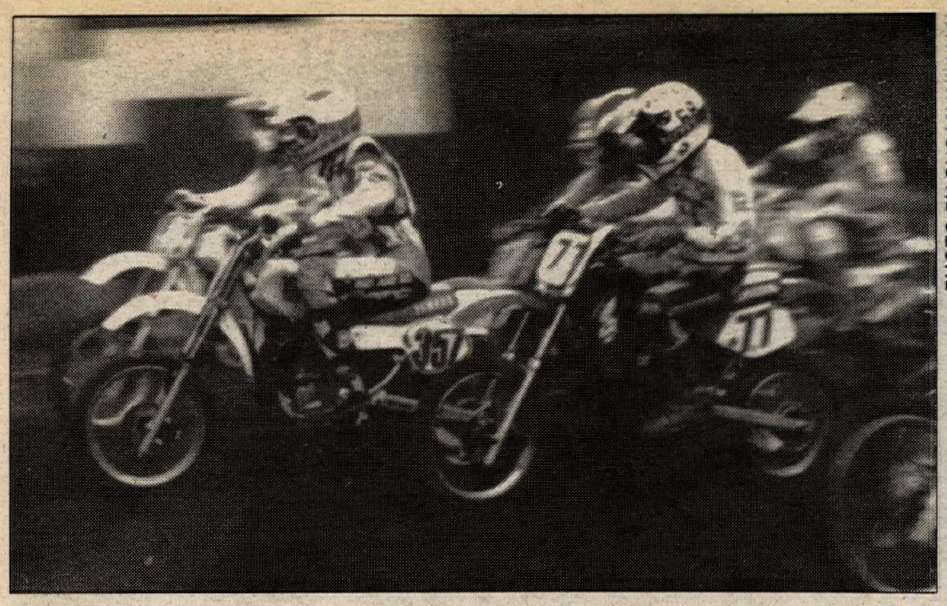

PHOTO BY SUSAN WILLIAN

Winner Stephen Christian (357) gets the jump on Richard Nichols (77) and the rest of the 80cc (14-15) class at the Louisville Arenacross.

Beavers lasts Berthoud MX

By Larry Johnson

BERTHOUD, CO, MAR. 6

David Beavers posted a 1-1 score for the overall victory in the 250cc Amateur class at the SRAC motocross at Berthoud.

Beavers gated fourth in moto one but found his way to the lead by lap two. He began pulling away while Charlie Wolf was overtaking Kirk Adcock for second. The rider who was picking off the most positions was Geroge Betzen. Beavers took the win eight seconds ahead of Wolf, who barely edged Betzen at the finish. Adcock squeezed in fourth just ahead off Danny Bender.

Beavers blew past four riders into the lead just two turns out of the gate at the start of moto two. He immediately charged away from the pack, while Bender took over second ahead of Tim Miller. This time John Ramos was the rider picking off several challengers and took third when Miller crashed. Beavers won by 16 seconds, while Bender nosed Ramos for second.

Ken Swets was declared the 250cc Novice winner after the victor of both motos, Mike Solis, was disqualified. Solis competed as a 125cc Amateur last season and was not allowed to drop to 250cc Novice for '88. Swets passed holeshot winner Gary Caldwell on lap two then left everyone in his dust, but Solis caught up and passed for the lead and win with one lap remaining. Swets finished second ahead of Kurt Janz and Caldwell.

Janz gated first in round two, but Swets took the lead at the end of the first circuit. Swets again built a solid lead, but Solis passed him late. Janz finished a distant third.

When the gate dropped for the 125cc Novice main Matt Sweney took the lead ahead of David Matheny. Sweney and Matheny dueled all the way to the checkers, but Sweney never faltered and led every inch of the way.

Results

60 NOV: 1. Nick Classen (Kaw); 2. Cory Pearman (Kaw).
80 NOV: 1. K. C. Cook (Kaw); 2. Quixote Lara (Hon); 3. Jake Davis (Kaw).
80 AM: 1. Tobey Hammond (Kaw); 2. Alex Neir (Kaw); 3. Lee Swink (Kaw).
125 NOV: 1. Matt Sweney (Hon); 2. David Matheny (Kaw); 3. Kurt Teter (Hon).
125 AM: 1. Frank Cowgill (Yam); 2. Jeff Nolan (Yam); 2. Phil Stevens (Kaw).
125 PRO: 1. Kip Sandell (Yam); 2. Tim Buchli (Yam); 3. Derek Brown (Kaw).
250 NOV: 1. Ken Swetz (Suz); 2. Kurt Janz (Kaw); 3. Mike Bare (Hon).
250 AM: 1. David Beavers (Hon); 2. Danny Bender (Hon); 3. Charlie Wolf (Yam).
250 PRO: 1. Derek Brown (Kaw); 2. Kip Sandell (Yam); 3. Dave Newell (Kaw).
OPEN NOV: 1. Randy Baird (Hon); 2. Ernie LeMay (Kaw); 3. Kevin Brauch (Hon).
OPEN AM: 1. Jim Rase (Hon); 2. Kurt Sommermeyer (Hon); 3. Jeff Bargell (Kaw).
OPEN PRO: 1. Dave Newell (Kaw).
VET NOV: 1. James Verner (Kaw); 2. Randy Downing (Hon); 3. Tom Wiltse (Suz).
VET AM: 1. Pat Christie (Hon); 2. Phil Antonuk (Kaw); 3. Malcolm Yawn (Yam).
VET EX: 1. Glade Hill (Hus); 2. Ken Motherway (M-S).
SR NOV: 1. Glenn Willems (Kaw); 2. Jim Fulcher (Yam).
SR AM: 1. Jim Roberts (Hon); 2. Jim Reimer (Kaw); 3. Stan Heffner (Yam).
SR EX: 1. Ed Perriton (Hon); 2. Terry Frydendall (Yam); 3. Bart Kellogg (Hon).
WMN: 1. Tracy Frydendall (Yam); 2. Pam Nelson (Kaw).

Beckington sports wins at Louisville AX

By Susan Willian

LOUISVILLE, KY, MAR. 5-6

American Honda/Scott USA/Gear backed Jeff Beckington made his trip from Michigan pay off as he won three out of four Pro classes during the AMA Arenacross National Championships held in Freedom Hall at the Kentucky State Fairgrounds. Beckington's only loss came in the 125cc Expert class as Mike Bias took the winning honors.

On Saturday David Beckington came off the gate in the 125cc Expert class to take the lead around turn one. Bias jockeyed for position in the straightaway to move by the younger Beckington and take the lead. Bias held off Beckington while Derrick Roe, in third, closed the gap to second place. As the lead trio got into lappers Jeff Beckington, in fourth, squeezed through into second and began to hound Bias, who still held to first. The white flag lap was a toss-up as Jeff Beckington fought for the lead. The checkered fell to Bias with Jeff Beckington inches away in second.

Jeff Beckington dominated the 250/500cc Expert class from start-to-finish, stretching out a comfortable lead. At the start of the moto Bias attempted to make a move on the inside but was unsuccessful. Roe, in third, breezed by Bias to take over the runner-up spot.

On Sunday, Jeff Beckington and Downer's Grove Yamaha's Mike Roth duked it out in the 125cc Expert class. Beckington went into the lead through the whoops while Roe, again in third, had his hands full with Bias. Beckington stretched his position out from Roth while Bias squeezed by Roe on a turn to take over third. Bias was on the gas as he passed Roth to go into second. Beckington won with ease with Bias next in line. Roe and David Beckington collided over a set of doubles, putting Joe Maurer third.

Jeff Beckington was unstoppable as he passed brother David on lap one of the 250/500cc Expert class. Bias, with a poor start, was last in line as the riders jockeyed for positions. Steven Crowe picked off riders to work his way into second. The finish again went to Beckington followed by Crowe and Roth.

Rodger Molnar was unstoppable in the 125cc B class as he captured wins both days. He also won the 250cc B class on Sunday after placing third on Saturday. His brother, George, earned the win in the 250cc B class on Saturday and had to settle for a second on Sunday.

Stephen Christian won the 80cc 14-15 class on Saturday with ease. In Sunday's race Christian collided with Richard Nichols on the first lap, putting Shane Lawson in the front position. Christian regrouped and passed Lawson, two laps before the finish to regain first and kept the lead spot for the win.

Kerie Fleenor won the 60cc class both days and was the only 60cc rider to do a double jump.

Chris Orme dominated the 80cc 10-13 class as he took firsts both days.

Results

SATURDAY
SR: 1. Jeff Steinrock (Hon); 2. Philip Alderton (Cag); 3. John McConnell (Yam).
125 A: 1. Mike Bias (Hon); 2. Jeff Beckington (Hon); 3. David Beckington (Hon).
250/500 A: 1. Jeff Beckington (Hon); 2. Derrick Roe (Kaw); 3. Mike Bias (Hon).
80 14-15: 1. Stephen Christian (Yam); 2. Shane Lawson (Hon); 3. Jason Reeves (Hon).
60: 1. Kerie Fleenor (Kaw); 2. John Kidd (Kaw); 3. Brock Sellards (Kaw).
80 10-13: 1. Chris Orme (Suz); 2. Joshua Steel (Kaw); 3. Robbie Sturgell (Kaw).
250/500 NOV: 1. Bob Dickerson (Yam); 2. Gene Hodge (Kaw); 3. Tony Parker (Kaw).
250/500 B: 1. George Molnar (Kaw); 2. Rodney Carrier (Hon); 3. Rodger Molnar (Kaw).
125 C: 1. Stephen Sizemore (Hon); 2. Stephen Christian (Yam); 3. Mike Terry (Yam).
125 B: 1. Rodger Molnar (Kaw); 2. Rodney Carrier (Hon); 3. Jody Cooper (Hon).
P/W: 1. Wesley Gilland (Yam); 2. Eric Allman (Yam); 3.Dustin Allman (Yam).
SUNDAY
125 C: 1. Steven Christian (Yam); 2. Stephen Sizemore (Hon); 3. Kevin Shemwell (Kaw).
250 B: 1. Rodger Molnar (Kaw); 2. George Molnar (Kaw); 3. Matt Harris (Hon).
125 B: 1. Rodger Molnar (Kaw); 2. Steve Gilland (Hon); 3. Kevin Korn (Kaw).
125 EX: 1. Jeff Beckington (Hon); 2. Mike Bias (Hon); 3. Joe Maurer (Hon).
P/W: 1. Dustin Allman (Yam); 2. Joey Ballinger (Yam); 3. Mark Burkhart (Yam).
60: 1. Kerie Fleenor (Kaw); 2. John Kidd (Kaw); 3. Brock Sellards (Kaw).
80 14-15: 1. Stephen Christian (Yam); 2. Shane Lawson (Hon); 3. Jason Reeves (Hon).
SR: 1. Philip Alderton (Cag); 2. Denny Swartz (Hon); 3. John McConnell (Yam).
250-OPEN C: 1. James Wilkerson (Hon); 2. Tony Parker (Kaw); 3. Herbert Boomer (Hon).
250 EX: 1. Jeff Beckington (Hon); 2. Steve Crowe (Yam); 3. Mike Roth (Yam).
80 10-13: 1. Chris Orme (Suz); 2. Robbie Sturgell (Kaw); 3. Kerie Fleenor (Kaw).

Adams tops Coleta MX opener

By Toni Anthoni

TALLADEGA, AL, MAR. 6

Honda-mounted Jamie Adams came out on top of the very competitive 125cc B class, as Coleta Valley MX opened its 1988 season. Adams had a smooth, consistent ride which paid off with the overall win by way of a 3-2 moto score.

As the gate dropped for the first moto Adams took his Honda to the lead followed closely by Bill Mathews and Shane Pene. By the halfway point Adams was still leading but the man on the move was Lonnie Brown. Brown was on the gas, and by lap five had moved his Honda into the lead. Brown motored to the win, followed by Mathews and Adams.

Moto two belonged to Kevin Dollar. Dollar took an early lead and never looked back. Adams rode a steady race to take second, good enough for first overall, as Brown suffered a DNF.

In Mini action Talladega Cycle/EP/Maxima-backed Danny Haynes was a double class winner as he took both the Junior Cycle and Jr. Mini classes. Haynes put his Kawasakis out front, winning both classes by a comfortable margin.

Andrea Pene showed the way home in the Senior Mini class. Pene overcame bad starts to take the win over Jonathon Blain and Ernie Whitehead.

Results

JR MINI: 1. Danny Haynes (Kaw); 2. Scott Pinson (Kaw); 3. Rob Richards (Kaw).
JR CYC: 1. Danny Haynes (Kaw); 2. Bruce Pinson (Kaw); 3. Scott Pinson (Kaw).
SR MINI: 1. Andrea Pene (Hon); 2. Jonathon Blaine (Kaw); 3. Ernie Whitehead (Kaw).
125 B: 1. Jamie Adams (Hon); 2. Kevin Dollar (Kaw); 3. Bill Mathews (Yam).
125 C: 1. Kevin Cozadd (Kaw); 2. Sam Gallegly (Kaw); 3. Tim Tomilin (Hon).
250 B: 1. Brian Roberson (Kaw); 2. Pete Works (Kaw); 3. Lynn Hicks (Hon).
OPEN C: 1. Jeff Hartkoff (Kaw); 2. Tim Hawkins (Suz); 3. Robert Jackson (Hon).
SR MEN: 1. Greg Cole (Kaw); 2. John Blain (Kaw); 3. Eugen Goode (Suz).

Sandstrom storms Sandhill MX

By Janice Brignoli

BRENTWOOD, CA, MAR. 6

Eric Sandstrom won the 250cc Pro class as round one of the six-week Coors Weekend of Champions began at Sandhill Ranch with over 350 riders competing.

Moto one was a battle between Sandstrom, riding for Marin Motorsport, and Tri-Valley Honda-sponsored Rich Mythen. Sandstrom captured the lead off the gate and shut the door on Mythen until the last lap when Sandstrom bailed. Mythen went on to win the moto with Sandstrom taking second. Third place went to Jim Ashley.

Sandstrom put in a repeat performance off the gate in moto two and ran away from the pack. Mythen had a few problems but held on to take the second place overall spot with third going to Greg Tirheimer.

Brett Cahors, also riding for Marin Motorsport and Team US, got the holeshot in moto one of the 125cc Pro class and held the lead for the entire race. Danny Paladino worked his way through the pack to hold on to the second place position and Pat Bennett came in third.

In the second moto Tirheimer, another Team US rider, was first off the line, with Cahors and Bennett close behind. Cahors put on the pressure and took over the lead. Paladino moved to third when Bennett's bike quit. Tirheimer and Paladino diced it out for the second spot, with Tirheimer taking it at the end. Cahors extended his lead and went on to take back-to-back wins and the overall.

The 500cc Pro class had Clayton Blood taking the lead over Mythen and Sean Conley. Conley moved to second when Mythen dumped it on lap two. Conley pushed Blood as Mythen held the third place position. Lap five found Conley going down and Mythen putting pressure on Blood. Blood and Mythen pulled away from the pack as they battled for the lead. Mythen went on to win, Blood came in second and Kurt Jorgensen held third.

Moto two and the overall went to Mythen over Blood and Matt Arena finished third. Blood took second overall, two weeks after breaking his ankle.

Results

60: 1. Shawn Burrell (Kaw); 2. Neal Chamberlin (Kaw).
80 BEG: 1. Travis Browne (Kaw); 2. Seth Young (Hon); 3. Jim Mecham (Kaw).
80 JR: 1. Todd Madaris (Kaw); 2. Mike Brandes (Kaw); 3. BBryan Noe (Hon).
80 INT: 1. Mike Stanton (Kaw); 2. Danny Nelson (Kaw); 3. Christopher McCallie (Yam).
80 EX: 1. Don Piantanida (Hon).
BIG WHL: 1. Greg Allen; 2. Damon Brown; 3. Angelo Jacobo.
125 BEG D-1: 1. Mario Canepa (Yam); 2. Jeremy Fortin (Kaw); 3. Steve Fulton (Hon).
125 BEG D-2: 1. Pete Whipple (Kaw); 2. Mike Genzoli (Hon); 3. Joe Lawell.
125 JR: 1. Jason Gibson (Hon); 2. Steve Bonita (Hon); 3.Judd Houck (Kaw).
125 INT: 1. Chris Neal (Kaw); 2. Trevor Meager (Yam); 3. Tyler Edwards (Hon).
250 BEG D-1: 1. Shane Berg (Suz); 2. Tyler Young (Hon); 3. Tim Hunter (Yam).
250 BEG D-2: 1. John Sicley (Yam); 2. Mike Odell (Hon); 3. Ed Soper.
250 JR: 1. Jerry Wright (Kaw); 2. John Detwiler (Suz); 3. Tim Riggs (Kaw).
250 INT: 1. Steven Hunter (Hon); 2. Eddie Reed (Kaw); 3. Steve Nelson (Hon).
OPEN BEG: 1. John Hollanger (Hon); 2. Philip Maukowski (Hon); 3. Deven Kozenko (Hon).

OPEN JR: 1. Jeff Christensen (Hon); 2. Todd Leykasa (Hon); 3. Ed Kozenko (Hon).
OPEN INT: 1. Randy Chapman (Kaw); 2. Ricky Lutz (Kaw); 3. Joel Christensen (Hon).
VET JR: 1. Ron Kingan (Kaw); 2. Terry Dunworth (KTM); 3. Clark Plummer (Hon).
VET INT: 1. Terry Huffer (Suz); 2. Kevin Anderson (ATK); 3. Mike Patterson (Kaw).
VET MSTR: 1. Duane Joice (Kaw); 2. Craig Schultz (Kaw); 3. Jim Dallars (Hon).
VET PRO: 1. Wes Broby (Hon).
OT JR: 1. Greg Young (Hon); 2. Ron Sutton (Hon); 3. John Cipollina (Kaw).
OT INT: 1. Fran Cameron (KTM): 2. Frank Trier (Cag); 3. Max Goode (Yam).
OT MSTR: 1. Russ Powell (KTM); 2. Wayne Johnson (Kaw); 3. Bill McClinton (ATK).
125 PRO: 1. Brett Cahors (Kaw); 2. Danny Paladino (Hon); 3. Greg Tirheimer (Hon).
250 PRO: 1. Eric Sandstrom (Kaw); 2. Richard Mythen (Hon); 3. Greg Tirheimer (Hon).
OPEN PRO: 1. Richard Mythen (Hon); 2. Clayton Blood (Kaw); 3. Kurt Jorgensen (Hon).

Wingert collars Filthy Pup HS

By Paul Nielsen

BELLINGHAM, WA, FEB. 21

Tiger Wingert came down from Canada and won the Filthy Pup Hare Scrambles, hosted by the Mount Baker Motorcycle Club. Wingert took home the Over 200cc Expert class and the overall trophies.

The start was a dead engine, stand beside the bike type, and Wingert's Honda fired right up and carried him to the corner quickly. In a tight pack behind him were Ken Leard, Ross Davie, Guy Parret and Dana Johnson. In just over 18-minutes Wingert returned for the end of lap one on the six-mile course with a 40-second lead. On lap two Parret had closed ground on Wingert and was in second place. Johnson was just getting warmed up and had his big four-stroke humming and took the lead on lap three. On lap four Wingert and Johnson banged bars in every turn in sight of the pits and the lead exchanged three times. While Wingert and Johnson fought over first place, Leard rode his KTM into third while Tim Mount was in fourth.

On the last lap Wingert came into view with Johnson right on his tail. Johnson made a last ditch effort to pass but fell short when he crashed after bumping Wingert's back wheel. Others making 10 laps in the race were Mike Schmidt, who went on to win the Expert Under 200cc class on a 125 Yamaha, and Tony Allen, also on a 125 Yamaha.

Results

EX OVER 200: 1. Tiger Wingert (Hon); 2. Dana Johnson (Hon); 3. Ken Leard (KTM); 4. Tim Mount (Yam); 5. Ross Davie (Hon).
EX UNDER 200: 1. Mike Schmidt (Yam); 2. Tony Allen (Yam); 3. Gordon Russell (Yam); 4. Brian McCullough; 5. Ed Wagstaff (Hus).
JR OVER 200: 1. Wayne Baker (Kaw); 2. Dave McCallum (Hon); 3. Tom Hilton (Yam); 4. Roger Harding (Kaw); 5. Allen Dyck (Yam).
JR UNDER 200: 1. Tom Makenzie (Kaw); 2. Rick Braeudue (Yam); 3. Steve Pruzinski (Hon); 4. Peter Keller (Hon); 5. Ian Davies (Kaw)./
SR OVER 200: 1. Trant Kurucz (Hon); 2. Steve Moeller (Yam); 3. Ken Dowling (Kaw); 4. Kent Thompson (Yam); 5. Brent Boufford (Hus).
SR UNDER 200: 1. Brad Wrightman (Kaw); 2. Terry Nociar (Hon); 3. Gary Schott (Hon); 4. Dave Hodgens (Yam); 5. Jace Bottenberg (Yam).
VET: 1. Keith Morrow (KTM); 2. Victor Gloria (Yam); 3. Delmar Jackson (Hon); 4.Errol Borsky (KTM); 5. Larry Peters (Yam).

Vohland brothers cash in at Richfield MX

By Dale Bohm

RICHFIELD, UT, MAR. 6

It was a cold and blustery day in Richfield for the annual $5000 purse race, but the Vohland brothers turned up the heat and won the lion's share of the money. Kawasaki's Tyson Vohland was the big winner, capturing all four motos of the 250cc and Open Pro contests. Little brother Tallon used consistent 2-2 finishes to win the hotly contested 125cc Pro race on a day that saw many riders blown off the course due to high winds.

In the Open Pro action Scotty Underwood nailed the holeshot followed by Kelly Andris, Scott Nielson and Craig Davis. Andris wasted little time displacing Underwood and settled into a comfortable pace with the lead. Tyson Vohland blasted through the pack and eventually caught Andris, who relinguished the lead on lap eight of the 12-lap moto. Vohland then pulled away for the win.

The second moto holeshot went to Andris as Vohland went down in the first turn. Vohland put on a spectacular show as he came from dead last to capture the lead after Andris went down on lap eight. Vohland ended the day with 1-1 finishes, followed by Davis (3-2), Andris (2-4) and Nielson (4-3).

In 250cc Pro action a battle for the lead developed between Tyson Vohland and Steve Liedberg that saw the pair pull away from the pack. Vohland and Liedberg battled for first right up to the checkered flag with the nod going to Vohland.

Andris and Tyson Vohland passed Scott Underwood on lap one of moto two and set out to battle for the lead. Vohland eventually passed Andris for the lead. On lap seven, Tyson Vohland was in command with a five second lead over Andris, while Tallon Vohland moved up to third. At the finish it was Tyson Vohland over Andris and Tallon. Tyson Vohland was the big overall winner with 1-1 finishes followed by Andris' 3-2 and Tallon Vohland's 4-3.

In 125cc Pro action Kerry Mulligan captured the holeshot and pulled out a huge lead. Liedberg and Tallon Vohland battled for second until an endo put an end to Liedberg's ride. Finishing order saw Mulligan take the win over Vohland, Jon Nelson and Brad Frampton.

The second moto holeshot belonged to Liedberg who pulled away to an eventual eight-second lead. Tallon Vohland worked into second but couldn't get Liedberg. The overall win went to Vohland via his 2-2 finishes, and second overall honors went to Jon Nelson with 3-3 finishes.

PHOTO BY PAUL NIELSEN

Tiger Wingert took overall honors at the Filthy Pup Hare Scrambles.

Conn gone at Clark County AX

By Derryl Anderson

RIDGEFIELD, WA, FEB. 19

Brad Conn battled all night with Chris Brown and Aaron Waggoner to narrowly take the win in the Four-Stroke class of the arenacross held at the Clark County Fairgrounds. A huge turnout showed up for the final race of the season.

In moto one Conn and Brown were side-by-side off the line with Waggoner right on their rear. Next was Richard Jepson, Tom Coy, Jim Brown and Pat McGilvary. Conn finally pulled the lead but the front

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PHOTO BY JASON BARRY

Brad Lowe (1N) is chased by Bob Weiss (189) and Kirk Sutliff at the AMA National Amateur Championship Ice Race in Auburn, New York.

trio remained super close lap-after-lap. McGilvary lost it but got restarted shortly. Meanwhile Waggoner bobbled and Jepson went by. On lap four Chris Brown took over the lead and built up about 30 yards on Conn. With one lap to go things got exciting as Jepson made a small mistake and let Waggoner sneak by. Meanwhile Coy bobbled and Jim Brown took advantage. At the finish it was Chris Brown, Conn, Waggoner, Jepson and the others.

In the final moto Waggoner got the scratch but almost everyone else pulled up in turn one, calling for the first restart. Waggoner did it again on the restart but once again several riders went down in turn two. The third restart was a charm. Waggoner even took the early lead one more time, with Conn and Chris Brown very close until Brown almost lost it, allowing Coy and Jim Brown by. Conn was all over Waggoner but couldn't make a pass stick until lap five. The order was fixed and at the checkered flag it was Conn, a very close Waggoner, then Chris Brown, Jim Brown and Coy.

The 80cc class was a battle between Tony Renfro and Ryan Anderson. Both riders were tied after eight races and only one point has separated the two all season. In the first moto Renfro came from a slow start to take over the lead by lap two. Anderson chased Renfro lap-after-lap to no avail. At the finish it was Renfro, Anderson, Eric Burkinshaw, Chris Williams, Ernie Gendron, Shane Jones and Doug Martsalf.

In the final moto it was Williams with the initial lead followed by Anderson, Gendron, Renfro and Travis Webber. Once again Renfro worked his way into the lead and never looked back. Webber went down on the back stretch while Burkinshaw picked off riders and settled in right behind Anderson. With one lap to go Renfro bobbled but Anderson still couldn't get by. At the finish it was Renfro, Anderson, Burkinshaw, Williams, Gendron, Jones, Martsalf and Webber.

Results

50: 1. Jessica Kirkman; 2. James Kirkman; 3. Ricky Haycock; 4. Luke Stinson.
60 BEG: 1. Ryan Fisher; 2. Jesse Fisher; 3. Ryan Haag; 4. Ricky Haycock.
60 INT: 1. Eric Burkinshaw; 2. Nathan Gravelle.
80 BEG: 1. Tony Renfro; 2. Ryan Anderson; 3. Eric Burkinshaw; 4. Chris Williams.
80 INT: 1. Jason McCormick; 2. Jeff Leavy.
WMN: 1. Janet Dean; 2. Christina Williams.
125 BEG: 1. Jesse Galle; 2. Jim McBryde; 3. Jason Balaski; 4. Dane Batty.
125 INT: 1. Adam West; 2. Mike Hamness; 3. Ernie Roberts; 4. Ty Birdwell.
250 BEG: 1. Terry Hamness; 2. Darrin Currier; 3. Mike Hickman; 4. Marshall Favre; 5. Doug Gravelle.
OPEN BEG: 1. Steve Cathey; 2. Mike Lengacher; 3. Gary Fisher.
OPEN INT: 1. Joe Nelson; 2. Don Boespflug; 3. Butch Wells.
+30: 1. Ed Elkin; 2. Gary Fisher; 3. Kirk Giggers.
+40: 1. Stan Woods; 2. Jim Lamkin.
4-STRK: 1. Brad Conn; 2. Chris Brown; 3. Aaron Waggoner.
250 $: 1. Dan Biseglia; 2. Mark Bennett.
OPEN $: 1. Allen Pitts; 2. Doug Lange.

Lowe, Weiss heat up Auburn ice

By Dave Denman

AUBURN, NY, FEB. 27-28

Brad Lowe and Bob Weiss highlighted the race action at the 1988 AMA National Amateur Championship Ice Race season finale at Emerson Park. Lowe held off Weiss in the 125cc Solo Studded class and Weiss out-ran the field of Studded 250cc Solo riders.

Lowe and his Kawasaki pushed out to an early lead in both the 125cc Solo heat and the main. Weiss burned through the pack to second where he fought to stick his front tire by Lowe, but Lowe kept his throttle to the stop and held off Weiss' challenge.

In the 250cc A Studded Solo class Weiss once again jumped out front early in the heat and the main and had three riders trying to work up close behind his Honda. Erik Froncek was up to the task and rose to second place with some good maneuvers out of the sweeping corners.

Ron and Barth Betzold hacked their way through the competition in the 361-500cc Rubber Sidecar class as they won both the heat and the main. Wally Armstrong and James Vincent worked up through the field in the main to take second.

The Senior (30-39) class featured wide-open race action with five riders in contention and lots of passing at the front of the pack. Veteran motocross and ice racer Duke Finch won both his heat and the main to take the win, with William Schurr, III and Alain Desrosiers taking the second and third spots.

Results

SATURDAY
0-85 (7-11) STD: 1. Mark Bradley (Kaw); 2. Leo Wiseman (Hon); 3. Shawn Cypher (Hon); 4. Brent Williams (Yam).
0-360 SDCAR: 1. John Gramzow/Kurt Scheur (Hon); 2. Barth Betzold/Ronald Betzold (Hon); 3. Robert Anderson/Terry Libera (Hon); 4. William Rochette/Jan Lipka (Yam); 5. Anthony Mazur/Scott Kalisz (Hon).
0-250 Joseph Buckley (Yam); 2.Mark Petrun (Yam); 3. Wiltz Wagner (Yam); 4. Ted Arment (Hon); 5. Mike Williams (Hon).
0-85 (12-15) STD: 1. Mike Warner (Yam); 2. Todd Piechowski (Kaw); 3. Chris Robson (Hon); 4. Matt Schoonover (Yam); 5. Shane Lipe (Yam).
361-500 SDCAR: 1. Barth Betzold/Ronald Betzold (Yam); 2. Wally Armstrong/James Vincent (Hon); 3. Ronald Rice/David Gade (Yam); 4. Mike Meglietta/Morgan Morenz (Hon); 5. Frank Phillips/Ed Zalonski (Yam).
251-UP SOLO: 1. Joseph Buckley (BSA); 2. George Ranney (Yam); 3. Fred Mehl (Yam); 4. Wiltz Wagner (Mon); 5. Ted Arment (Yam).
86-125 OPEN STD: 1. Brad Lowe (Kaw); 2. Bob Weiss (Hon); 3. Mike Warner (Yam); 4. Robert Gette (Hon); 5. Kirk Sutliff (Hon).
501-UP SDCAR: 1. Terry Libera/Robert Anderson (Tri); 2. Joe Cournoyer/Jim Cournoyer (Yam).
125 SCHBY: 1. Mike Warner (Yam); 2. Matt Schoonover (Yam).

SUNDAY
SR 40+: 1. Dan Crawford (Rtx); 2. Robert Skidmore (Hon); 3. hugh Weaver (Bul); 4. Bill Caterino (Rtx); 5. Tom Robinson (KTM).
SR (30-39): 1. Duke Finch (Yam); 2. William Schurr, III (KTM); 3. Alain Desrosiers (KTM); 4. Terry Speed (Yam); 5. Mark Anderson (Suz).
251-500 B: 1. William Stevens (Kaw); 2. David Briody (Yam); 3. Brent Armbruster (Yam); 4. Tom Blower (Kaw); 5. David Hazel (Yam).
501-UP OPEN: 1. Jeffrey Armbruster (Yam); 2. William Adarns (Hus); 3. Bill Caterino (Rtx); 4. Tom Robinson (KTM); 5. William Russell (Yam).
200: 1. Curtis Staport (Kaw); 2. Mark Korytkowski (Kaw); 3. Gordon Oakley (Kaw).
400 OPEN SOLO STD: 1. Paul Baer (Yam); 2. Tracy Westbrook (Yam).
125 B STD: 1. Shayne Steinauer (Kaw); 2. Thomas Weiss (Hon); 3. Robert Gette (Hon); 4. Branden Seifert (Kaw); 5. Mike Warner (Yam).
126-250 A STD: 1. Bob Weiss (Hon); 2. Eric Froncek (Kaw); 3. Curtis Stapert (Yam); 4. Dan Crawford (C-A); 5. Tim Klouser (Yam).
126-250 B STD: 1. Brent Armbruster (Yam); 2. Keith McCaffery (Hon); 3. Robert Skidmore 9Hon); 4. Mike Romanik (Suz); 5. Herb Green (Kaw).
501+ SDCAR STD: 1. David Scofield/Scot Harper (Yam); 2. James Murray/Keith Root (Kaw); 3. Ray Vanguilder/Edward Rudinger (Nrt); 4. Michael Beckwith/Billy Zimmerman (Kaw); 5. Dale Charbonneau/Raymond Murtha (Kaw).
251-500 A STD: 1. David Rabinette (Hon); 2. Russ Crawford (Rtx); 3. Jon Collins (C-A); 4. Bob Weiss (Hon); 5. Ronald Rowe (Kaw).
500 SDCAR STD: 1. James T. Murray/Keith S. Root (Yam); 2. Michael Sokalski/Chris Sokalski (Yam); 3. Ray Vanguilder/Phillip Worthington (Hon); 4. Michael Burnham/Ronald Daros (Hon); 5. Morgan Morenz/Michael Neglietta (Hon).
250 SDCAR STD: 1. Steve Kurchak/Michael Haranda (Hon); 2. Robert Willis/Gerald Steinholff (Hon); 3. Mike Butterfield/Walter Myska (Hon); 4. Greg Laponsey/John Coursey (Suz); 5. Steven Carpenter/Charles Cardillo (Hon).

Underwood smokes Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, FEB. 28

Scott Underwood blasted his competition with two wire-to-wire wins over a small but strong 250cc Pro class at Las Vegas Motocross Park.

Underwood stuck his Suzuki out in front to begin action in the first combined 250cc Pro/Intermediate contest with Intermediates King Richard Saxton and Brad Simcox right at his rear wheel. Honda-mounted Kerry Mulligan came from out of nowhere to take over third place at the back bleacher section. Craig Davis, suffering from a poor start, was on the gas and closing fast. Underwood stayed out front as Mulligan passed Saxton for second on lap three. For the next few laps, Mulligan battered and hammered at Underwood while Davis sliced his way past Saxton and came up to join the fray. An exciting last lap fight for the lead ensued, with Underwood edging Mulligan and Davis.

Moto two began with another Underwood holeshot. This time, both Mulligan and Davis were right on his rear fender. Davis quickly forced his Yamaha into second during the first lap as the top three were engaged in an intense dogfight that saw them wheel-to-wheel and banging handlebars for several laps. Underwood managed to stay in front of the wild scramble as Mulligan flashed into second with a spectacular lap six midair pass off the double jumps. Mulligan then applied heavy pressure to Underwood while Davis was still hounding them both. On the white flag lap Mulligan pulled another "moon shot" off the doubles, landed on Underwood, and crashed. Underwood then romped home with the win ahead of the hard-charging Davis. Mulligan remounted quickly to finish third.

Results

P/W: 1. Randy Finsh Jr. (Yam); 2. Brian Sullivan (Yam); 3. Monte Montague (Yam); 4. Cyndi Ireland (Yam); 5. Marcus Montague (Yam).
JR STK (6-8): 1. Randy Finch Jr. (Kaw); 2. Brian Sullivan (Yam).
JRR STK (9-11): 1. Jason Partridge (Kaw); 2. John Meng (Kaw); 3. Greg Zaratiegui (Kaw); 4. Steven Howe (Kaw); 5. Matthew Camden (Kaw).
80 STK (9-11): 1. Jason Partridge (Kaw); 2. Greg Zaratiegui (Yam); 3. John Meng (Yam); 4. Greg Yearsley (Kaw); 5. Steven Howe (Kaw).
80 STK (12-16): 1. Mike Gilbert (Yam); 2. Eddie Holland (Suz); 3. Santone DeCol (Hon); 4. Shane Norton (Hon); 5. Troy Albiston (Yam).
125 NOV B: 1. Dale Albiston (Kaw); 2. Frank Gould (Hon); 3. Johnny Camden (Suz); 4. John Berrest (Yam); 5. Randy Dotson (Hon).
125 NOV A: 1. Jeff Griffin (Hon); 2. Brian Lane (Hon); 3. Danny Mosca (Suz); 4. Greg Hadges (Hon); 5. Jeff Murphy (Hon).

125 INT: 1. King Richard Saxton (Yam); 2. Derek Titus (Suz); 3. Chris Trickle (Hon); 4. Jeff Kerhonen (Kaw); 5. David Griffith (Hon).
125 PRO: 1. T.L. Taylor (Hon).
250 NOV: 1. Jeff Murphy (Hon); 2. Ray Bellows (Kaw); 3. Brian Storment (Yam); 4. Ron Haigwood; 5. Joe Warnick (Yam).
250 INT: 1. King Richard Saxton (Yam); 2. Alex Hill (Hon); 3. Kevin Bartlett (Kaw); 4. Derek Titus (Suz); 5. rad Simcox.
250 PRO: 1. Scott Underwood (Suz); 2. Craig Davis (Yam); 3. Kerry Mulligan (Hon).
500 NOV: 1. Martin Ansorge (Hon); 2. David Dutt (Hon); 3. Gary Yearsley; 4. Kevin Cherry (Hon); 5. Larry Williams (Hon).
500 INT: 1. Kevin Bartlett (Kaw); 2. Jack Downey (Hon).
S/VETS (OVER 25): 1. Troy Fitch (Yam); 2. Martin Ansorge (Hon); 3. Alex Hill (Hon); 4. Barry Hill; 5. Jack Downey (Hon).
VET INT: 1. William Reid (Hon).
VET PRO: 1. Barry Hill; 2. Jim Fikes (Hon).
WMN: 1. Brenda Verzani (Hon); 2. Julie Riddle (Kaw); 3. Kita Mohr (Kaw); 4. Mary Ann Gusakov (Hon); 5. Stacy Treat (Kaw).
80 MOD: 1. Jason Partridge (Kaw); 2. Mike Gilbert (Yam); 3. Greg Zaratiegui (Yam); 4. Eddie Holland (Suz); 5. John Meng (Yam).
125 MOD: 1. David Griffith (Hon); 2. Jeff Kerhonen (Kaw); 3. Chris Trickle (Hon); 4. Brian Lane (Hon); 5. Rick McKee (Hon).
500 OPEN: 1. Tim McArthur; 2. Robert Harris.

Murphy masters Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, FEB. 28

Jeff Murphy demonstrated complete mastery of the 250cc Novice class at Las Vegas International Raceway using an aggressive riding style to wire both races in his division.

Murphy started the day off by leading the whole pack into the first turn, inches ahead of Kawasaki of Las Vegas-sponsored Ray Bellows and Joe Warnick. Murphy quickly got on the gas and started to pull away from the rest of the field. Bullhead Bike Center's Brian Storment was also motoring, passing Warnick during the first lap to contest second with Bellows. Bellows fought off the challenge and as the race progressed, positions opened up a little. Bellows did make a late charge at leader Murphy, but it fell just short. Storment, Ron Haigwood and Joe Warnick grabbed the next three spots.

Moto two was another Murphy masterpiece as the Honda ace wasted no time blasting to the lead and pulling the rest of the field. Storment, Bellows and Ron Haigwood were left to fight over second place. Bellows managed to muscle his way past Storment for second as Haigwood went down while applying heavy pressure. Once the race sorted out positions remained unchanged, with Murphy cruising to the easy win. Bellows, Storment and Haigwood followed. Two perfect races earned Murphy the overall crown, with Bellows a solid second and Storment, Haigwood and Warnick in the next three spots.

Results

P/W: 1. Randy Finche Jr. (Yam); 2. Brian Sullivan (Yam): 3. Monte Montague (Yam); 4. Cyndi Ireland (Yam); 5. Marcus Montague (Yam).
JR CYC STK 6-8: 1. Randy Finch Jr. (Kaw); 2. Brian Sullivan (Yam).
JR CYC STK 9-11: 1. Jason Partridge (Kaw); 2. John Meng (Kaw); 3. Greg Zaratiegui (Kaw); 4. Steven Howe (Kaw); 5. Matthew Camden (Kaw).
80 STK 9-11: 1. Jason Partridge (Kaw); 2. Greg Zaratiegui (Yam); 3. John Meng (Yam); 4. Greg Yearsley (Kaw); 5. Steven Howe (Kaw).
80 STK 12-16: 1. Mike Gilbert (Yam); 2. Eddie Holland (Suz); 3. Santone DeCol (Hon); 4. Shane Norton (Hon); 5. Troy Albiston (Yam).
125 NOV B: 1. Dale Albiston (Kaw); 2. Frank Gould (Hon); 3. Johnny Camden (Suz); 4. John Berrest (Yam); 5. Randy Dotson (Hon).
125 NOV A: 1. Jeff Griffin (Hon); 2.Brian Lane (Hon); 3. Danny Mosca (Suz); 4. Greg Hadges (Hon); 5. Jeff Murphy (Hon).
125 INT: 1. King Richard Saxton (Yam); 2.Derek Titus (Suz); 3. Chris Trickle (Hon); 4. Jeff Kerhonen (Kaw); 5. David Griffith (Hon).
125 PRO: 1. T.L. Taylor (Hon).
250 NOV: 1. Jeff Murphy (Hon); 2. Ray Bellows (Kaw); 3. Brian Storment (Yam); 4. Ron Haigwood; 5. Joe Warnick (Yam).
250 INT: 1. King Richard Saxton (Yam); 2. Alex Hill (Hon); 3. Kevin Bartlett (Kaw); 4. Derek Titus (Suz); 5. Brad Simcox.
250 PRO: 1. Scott Underwood (Suz); 2. Craig Davis (Yam); 3. Kerry Mulligan (Hon).
500 NOV: 1. Martin Ansorge (Hon); 2. David Dutt (Hon); 3. Gary Yearsley; 4. Kevin Cherry (Hon); 5. Larry Williams (Hon).
500 INT: 1. Kevin Bartlett (Kaw); 2. Jack Downey (Hon).
S/VET: 1. Troy Fitch (Yam); 2. Martin Ansorge (Hon); 3. Alex Hill (Hon); 4. Barry Hill; 5. Jack Downey (Hon).
VET INT: 1. William Reid (Hon).
VET PRO: 1. Barry Hill; 2. Jim Pikes (Hon).
WMN: 1. Brenda Verzani (Hon); 2. Julie Riddle (Kaw); 3. Kita Mohr (Kaw); 4. Marey Ann Gusakov (Hon); 5. Stacy Treat (Kaw).
80 MOD: 1. Jason Partridge (Kaw); 2. Mike Gilbert (Yam); 3. Greg Zaratiegui (Yam); 4. Eddie Holland (Suz); 5. John Meng (Yam).
125 MOD: 1. David Griffith (Hon); 2. Jeff Kerhonen (Kaw); 3. Chris Trickle (Hon); 4. Brian Lane (Hon); 5. Rick McKee (Hon).

Rose, Miller grab awards at Middleford

By Woody Miller

SEAFORD, DE, FEB 26

Bob Rose and Mark Miller grabbed numerous awards at Middleford Speedway's Awards Banquet. Trophies, point fund money and contingencies were given out to the top short track, motocross and dirt drag competitors.

Rose captured five titles, all in motocross. Two came from the 125cc class and the other three from the 250cc class.

In his last year of racing Miller grabbed the Diamond Motor Sports Rider of the Year award, presented to the rider who scored the most points in all three forms of competition. Miller was runner-up in both the 500cc and Open Pro short track classes in addition to finishing second overall in short track to Roy Collings, who captured his second straight short track title.

Miller also won three titles in motocross as he took the Open Enduro title in two series and in overall points for the season.

In dirt drags Miller captured the 250cc and Open Street class titles, as well as the 1987 Track Championship.

First runner-up for Rider of the Year went to Gene Kaczlec, who won three 125cc divisions in motocross competition. Second runner-up was Jim Langston by virtue of his three class titles.

Riders were also awarded for the Diamond Motor Sports-sponsored motocross series. Bill Nazelrod edged out multi-class winner Joe Marini for the 250cc B title, while Gene Kaczka captured the 125cc B class and Mike Cannon topped the 80cc B class. Other class winners were Mike Wilson, 80cc A; Kenny Riggins, 125cc A; Jim Langston, 500cc B; and Bob Rose in the 250cc A class.

Enduro titles were won by Scott Powell in the 250cc class, while Miller was the Open champion. Edgar Richardson won the Super Senior class at age 65.

Awards were also given for the Honda East Summer Series, where Rose took double class titles in the 125 and 250cc A classes. Marini came out on top of Nazelrod for the 250cc B title, and Kaczka captured his second 125cc B title. Dan Burt Sr. won the 500cc B championship and Darren Davis won the 500cc A class.

Sledge slams Panama Hare Scrambles

By Karen Frizzo

PANAMA, IL, MAR. 6

Jeff Sledge made it look easy as he took the overall win at the Illinois Hare Scrambles Association's season opener. On a tough, muddy 2.7-mile course that many riders got stuck on, Sledge was only challenged by Ed Matway, who had little trouble winning the 250cc class.

John Tomanovich rode his Honda CR125 to the 0-200cc class victory over Tim Bowman and Harrel Cordray. •

Results

0-200: 1. John Tomanovich; 2. Tim Bowman; 3. Harrel Cordray; 4. Lance Martin.
201-250: 1. Ed Matway; 2. Jim Frizzo; 3. Ed Anderson; 4. Mike Shannon; 5. Rich Hood.
OPEN: 1. Tim Wessing; 2. Dwain Walker; 3. Jim Wessing.
SR: 1. Randy Ramsier; 2. Jim Cordrey; 3. Brock Yarnell.

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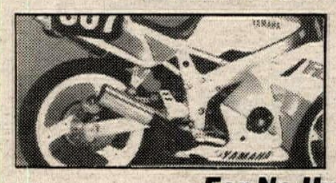
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RESULTS

Hare Scrambles
Salem MC Inc.
Salem, OH
Mar. 6
By M.L. Miller

O/A
Bill Penick
JR MINI
Chuck Luketic Yam
Jason Sell Yam
James Martin Hon
SR MINI
Tim Conti Hon
Eric Penick Yam
Rick Rossa Hon
Jack Mills Suz
Frank Sudal KTM
125
Dave Spiegle Hon
Tandy Friley Kaw
Jeff Leake Hon
Jasson Huffman Hon
Todd Pownell Suz
Jimy Kendrick Kaw
200
Frank Hersh Kaw
David Ulizio Kaw
Jeff Rusu Hon
Steven Wagner Hon
250
Rusty Myers Kaw
Mark McGiffin Hon
Joe Powers Hon
Jeff Smith Hon
Tom Boyer Hon
OPEN
Flip Jendre KTM
Lou Giovanini Hon
Todd Jones Hon
Gary Sarisky Hon
David Simmons KTM
SR I
Al Chuppa Hus
Buds Wyatt Kaw
Doug Worley KTM
David Dehner Kaw
Marty Heben Yam

Short Track
Clark Co. ST
Champions
Portland, OR
By Derryl Anderson

50
Joshua Currey
60
Beau Manley
80
Ryan Anderson
125
Pat Munyon
Kevin Bass
250
Pat Munyon
Dan Bushnell
OPEN
Mark James
Jay Terry
Aaron Waggoner
+ 30
Ron Evans
Tom Stein
+ 40
Jerry Halvorson
Ron Mehner
Jack McCoy
250 PRO
Del Schnitzer
OPEN PRO
Del Schnitzer
Rex Fisher

Road Race
ARRA Road Race
Willow Springs
Int'l. Rcwy.
Rosamond, CA
Mar. 6
By Earl Smith

NOV 0-450
Frank Aragari
Scott Dolphin
Greg Grassman
Dino Simanaro
451-600
Dennis Couch
A.E. Morrison
Sal Gonzales
Lars Hay
Hiram Perez
601-OPEN
Louis Burrows
Sterven Soto
Timothy Pennell
Don Honeyfield
Dave Wilkenson
YSR 50
Mlke Gossellar
Bruce Reimer
Lynda Donovan
Scott Charles
Douglas Donovan
OPEN STK PROD
Ray Adams
Bret Meacham
Ralph Payne
Craig Beecher
750 STK PROD
Chuck Graves
Tom Kopp
Steve Gonzales
Roddy Rodstien
William Beck
F-1
Peter Christensen Kaw
Duane Summers Duc
Curtis Adams Suz
Jim Poet Kaw
Nathan Ladd Suz
F-2
Kent Kunitsugu Hus
Art Kawaguchi Hus
Vance Specht Yam
Robert Dewitt Yam
Ron Sharp Yam
450 STK PROD 2-STRK
William Donovan Yam
John LeGrande Yam
250 S/ST
Jim Malouin Yam
Kiyo Watanabe Yam
Rye Hefley Hus
Clark Twelvetrees Yam
Jason Pereira Suz
305 S/ST
Joe Solis Kaw
Scott Charles Kaw
Birgit Rodstein Kaw
Peter Carroll Kaw
Chris Grabali Kaw
600 STK PROD
Eric Liebsscher Hon
Bret Meacham Hon
Alan Smith Hon
Kevin Allen Yam
Bruce Reimer Kaw
750 MOD PROD
Peter Christensen Kaw
Dave Clark Suz
Steve Gonzales Suz
William Beck Suz
Ralph Payne Suz
OPEN MOD PROD
Curtis Adams Suz
Jim Poet Kaw
Nathan Ladd Suz
Craig Beecher Kaw
Ray Adams Suz
450 MOD PROD
David Bryant Yam
Andy Doss Yam
Mike Reps Yam
Randy Borg Yam
Bill Forster Yam
450 MOD PROD 4-STRK
Chris Giraball Suz
600 SGL
Rodney Williams
Tom Christian Yam
Frank Domino Yam
Jim Anderson Hon
Kent Kunitsugu Hon
Art Kawaguchi Hon
Eric Liebscher Hon
Bret Meacham Hon
Kevin Allen Yam
450 S/ST 2-STRK
Randy Borg Yam
Randy Ray Smith Hon
Mike Repps Yam
Michael Althiem Yam
David Bryant Yam
F-1
Rodney Williams
T.C. Christian Yam
Frank Domino Yam
600 S/ST
Duane Summers Duc
Kent Kunitsugu Hon
Art Kawaguchi Hon
Vance Specht Yam
Jim Poet
B.O.T.T. LT
Bruce Anderson Duc
Lawrence McNutt Kaw
Jason Pereira Suz
Darryl Deinhard Kaw
Dennis Couch Cag
HVY
Ted Lumpkin Yam
Gary Patton Duc
OPEN S/S
Jim Poet Kaw
Nathan Ladd
Craig Beecher
Craig Huber Kaw
Barry Davis Suz
750 S/S
Peter Christensen Kaw
Duane Summers Duc
Roddy Redstein suz
Dave Clark Suz
William Beck Suz
305 MOD PROD
Joe Solis Kaw
Scott Charles Kaw
Peter Carroll Kaw
Birgit Rodstein Kaw
Chris Grabau Kaw
F-3
Clark Twelvetrees Yam
Clark Yamahsita Hon
James Smith Hon

Motocross
County Line Rcwy.
Vance, AL
Mar. 6
By Dixie Cash

60
Jason Kurt Kaw
80 SR C
Robert Cloininger Hon
125 C
Paul McClellan Hon
Todd Miller Suz
Chris Boyd Kaw
250
Jason Langston Kaw
Danny Williams Kaw
250 (2 yrs +)
Kirk Edmunds Hon
Ricky Tolbert Yam
Roy Jones Kaw
SR
G. Cloininger Hon
50
Jeremy Sides Yam
60
Jason Burt Kaw
125 (2 yrs)
Jim Johnson Kaw
250
Terry Mealer Cag
Gary Griffin Suz
Robert Scelisi Kaw
250 (2 yrs)
Kirk Edmunds Hon
Mike Blizzard Suz
ENDR
Mike Gordy Hon

Arenacross
Clark Co. AX
Champions
Portland, OR
By Derryl Anderson

WMN
Janet Dean
50
Jessica Kirkman
James Kirkman
54
Ryan Fisher
60 C
Jesse Fisher
80 B
Jason McCormick
80 C
Tony Renfro
Ryan Anderson
125 B
Chris Clark
125 C
Trever Levitt
Dane Batty
250 B
Kevin Whyte
250 C
Darrin Currier
Mike Dean
OPEN B
Jeff Boom
OPEN C
Steve Cathey
+ 30
Mike Hickman
4-STRK
Brad Conn
125 PRO
Darren Rogers
250 PRO
Mark Bennett
OPEN PRO
Allen Pitts

Motocross
Sussex Co. Spdwy.
Disputanta, VA
Mar. 13
By Caryl Pigg

125 A
Cliff Markham Kaw
J.J. Dean
Mike Harris Kaw
250 A
Mike Harris Kaw
Robert Gerben Hon
Pete Payne Hon
OPEN A
Chris Denby Hon
Alan Kocotas Hon
Bob Eubank Hon
125 C
Mike Martin Kaw
Keith Gardner Kaw
James Frazier Hon
250 C
Johnny Royster Yam
Jeff Odegard Yam
Chris Fernando Hon
125 B
Brian Taylor Suz
Sonny Taylor Kaw
Sunny Edwards Kaw
250 B
Doug Paluzzi Hon
A. Marshall Hon
Derek Kutcher Suz
OPEN B
Rick Wendelken Hon
Kenny Putt Hon
John Carter Kaw
P/W
Ashley Bruce Kaw
Ben Stilley Jr. Kaw
Cord Whitley Yam
JR MINI
Ben Stilley Jr. Kaw
John Leonard Kaw
Ashley Bruce Kaw
SR MINI
Mike Martin Kaw
Tres Bruce Kaw
Shawn Schultz Kaw
SR
Ben Slilley Hon
Jack Eubank Yam
Brian Batterson Suz
S/SR
George Murray Jr.
25 +
Rick Saunders Hon
Alan Kocotas Hon
Gary Morris Yam

Motocross
Gary's Warrior MX
Warrior, AL
Mar. 13
By Gary Ross

JR
Jason Grier Kaw
Scott Pinson Kaw
JR MINI
Steven Parish Kaw
James Grier Suz
Jason Grier. Suz
Bruce Pinson Kaw
Shane Barker Kaw
SR MINI
Dale Ulrich Suz
Andre Pene Hon
Chris Boyd Yam
125 B
Kevin Dollar Kaw
Bill Mathews Yam
Shane Pene Yam
Joey Hargrove Hon
125 C
Sam Gallegly Kaw
Jeff Waites Kaw
Kenny Stinson Yam
Jimmy Stovall Hon
Tom Halliburtow Kaw
250 B
Brian Robertson Kaw
Nick Pinegar Suz
Jason Langston Kaw
250 C
Kevin Browning Kaw
Kenny Stinson Hon
Brian Green Yam
Doug Hall Kaw
Jeff Waites Kaw
86 + OLDER
Doug Leeth Hon
Todd Miller Suz
Brian Green Yam
Kevin Browning Kaw
SR MEN
Greg Cole Kaw
Murray Fail Yam
Robert Pinegar Kaw
$ RUN $
Brian Robertson Kaw
Kevin Dollar Kaw
Nick Pinegar Suz
Shane Pene Yam

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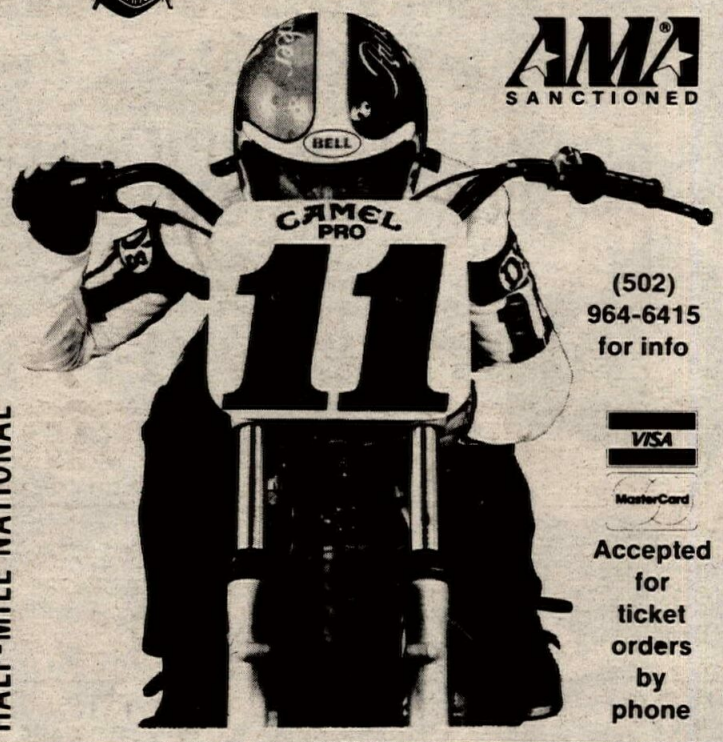

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Info: (615) 323-5497 nights

VICTORY SPORTS INC.

Directions: 10 miles west of Kingsport, TN, exit 44 off I-81, follow signs

calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/27	Japan
4/10	LAGUNA SECA,CA
4/24	Spain
5/1	Portugal
5/22	Italy
5/29	W. Germany
6/12	Austria
6/25	Holland
7/3	Belgium
7/17	Yugoslavia
7/24	France
8/7	England
8/14	Sweden
8/28	Czechoslovakia
9/11	Brazil
9/17	Argentina

World C'ship Endurance Road Race Series

4/2-3	France
5/29	England
7/2-3	Austria
7/31	Japan
8/13-14	Belgium
9/11	Spain

World C'ship TT Formula Road Race Series

5/15	Japan
6/4	Isle of Man
6/23	Holland
7/3	Portugal
7/10	Italy
7/17	Finland
7/30	N. Ireland
9/4	Italy
9/25	England

World C'ship Superbike Road Race Series

4/3	England
4/10	Italay
4/30	Hungary
5/8	W. Germany
7/2-3	Austria
8/28	Japan
9/4	France
9/11	Portugal
9/25	Australia
10/2	New Zealand

World C'ship 125cc MX Series

4/3	Italy
4/10	Belgium
4/17	Holland
5/1	Austria
5/8	Spain
5/15	Portugal
5/29	Czechoslovakia
6/12	W. Germany
6/26	Ireland
7/3	France
8/14	Finland
8/28	Switzerland

World C'ship 250cc MX Series

4/17	France
4/24	Spain
5/1	Italy
5/15	Czechoslovakia
5/29	England
6/5	Belgium
6/19	W. Germany
6/26	Yugoslavia
7/24	UNADILLA, NY
8/7	Venezuela
8/14	Argentina
8/28	Sweden

World C'ship 500cc MX Series

4/17	Austria
4/24	Switzerland
5/8	Sweden
5/15	Finland
6/5	W. Germany
6/12	Italy
6/26	HOLLISTER, CA
7/10	England
7/17	Holland
7/24	San Marino
8/7	Belgium
8/14	Luxembourg

Motocross des Nations

9/11	France

World C'ship Observed Trials Series

3/26	Ireland
4/17	Luxemburg
4/24	West Germany
5/29	Austria
6/5	France
6/12	Belgium
7/17	Italy
8/21	Sweden
8/28	Finland
9/11	Poland

International Six-Days Enduro

9/6-12	France

AMA/Camel Pro Series

5/15	Atlanta, GA RR
5/22	San Jose, CA M
6/4	Louisville, KY HM
6/19	Loudon, NH RR
6/26	Elkhart Lake, WI RR
7/16	Parkersburg, WV HM
7/24	DuQuoin, IL M
8/7	Lexington, OH RR
8/21	Peoria, IL TT
9/4	Springfield, IL M
9/11	Syracuse, NY M
9/24	Gardena, CA HM
10/1	Sacramento, CA M
10/2	Sonoma, CA RR

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Dirt Track Series

4/10	Woodstock, GA ST 600
4/16	Sacramento, CA M GNC
4/23	Gardena, CA TT 600
4/30	Phoenix, AZ HM 600
5/7	Gardena, CA HM GNC
5/14	Castle Rock, WA TT 600
5/22	* San Jose, CA M GNC
5/28	Springfield, IL ST 600
5/29	Springfield, IL M GNC/600
6/4	* Louisville, KY HM GNC
6/12	Peoria, IL TT 600
6/24	Hinsdale, IL ST 600
6/25	Lima, OH HM GNC/600
7/3	Middletown, NY HM GNC
7/9	Hagerstown, MD HM GNC/600
7/15	Parkersburg, WV HM 600
7/16	* Parkersburg, WV HM GNC
7/24	* DuQuoin, IL M GNC
8/6	Ashland, OH HM 600
8/12	Sturgis, SD ST 600
8/14	* Peoria, IL TT GNC
8/20	Hamburg, NY HM GNC
8/27	Indianapolis, IN M GNC
8/28	Indianapolis, IN M GNC/600
9/3	Springfield, IL ST 600
9/4	* Springfield, IL M GNC
9/11	* Syracuse, NY M GNC
9/18	Hagerstown, MD HM GNC/600
9/24	* Gardena, CA HM GNC
10/1	* Sacramento, CA M GNC
10/15	Mesquite, TX HM 600

* Indicates Camel Pro Series event
Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

5/15	Atlanta, GA
6/19	Loudon, NH
6/26	Elkhart Lake, WI
7/10	Monterey, CA
8/7	Lexington, OH
10/2	Sonoma, CA

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

4/24	Twain Hart, CA
5/1	Roselawn, IN
5/29	McArthur, OH
7/17	Del Norte, CO
7/24	Blain, PA
8/21	Moorestown, MI
9/25	Greenwich, RI
10/30	Forest Hill, LA
11/6	Morrison, IL

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

3/27	Nashville, TN
4/10	Cadiz, KY
4/17	Redding, CA
5/8	TBA
5/15	Beckley, WV
6/12	Bellevue, ID
7/10	Walden, CO
9/18	Lynville, IN
10/2	Nowata, OK
10/9	Millville, MN
10/16	Hookstown, PA

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

9/18	Craig, CO
10/9	Reno, NV
10/30	Wickenberg, AZ

Info 614/891-2425

AMA Nat'l Reliability Trials Qualifier Series

5/20-22	Rose City, MI
6/4-7	Idaho City, ID
6/25-26	Yamhill, OR

Additional events to be scheduled
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

4/16	Pampa, TX
4/17	Pampa, TX
4/23	Albuquerque, NM
4/24	Westminster, CO
5/28	Winchester, TN
5/30	Winchester, TN
7/2	Spokane, WA
7/4	Portland, OR

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

3/27	Sacramento, CA
5/1	Axton, VA
5/22	Southwick, MA
5/29	Mt. Morris, PA

Tentative
Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

6/5	San Antonio, TX
7/3	Buchanan, MI
7/10	Binghampton, NY
7/31	Troy, OH
8/14	Millville, MN
8/28	Washougal, WA

Tentative
Info 614/891-2425

AMA C'ship Supercross Series

4/9-10	Pontiac, MI
4/16	Dallas, TX
4/23	Tampa, FL
5/14	E. Rutherford, NJ

Info 614/891-2425

AMA/Wiseco/Suzuki Grand Nat'l Cross Country Series

3/27	Nashville, TN
4/17	Brownsville, PA
5/1	Tarentum, PA
5/15	Beckley, WV
6/19	Davis, WV
9/11	Marietta, OH
10/2	Mt. Morris, PA
10/16	Hookstown, PA
10/30	Tarentum, PA

Info 614/891-2425

AMA/CCS EBC Brakes Endurance RR Challenge

5/14	Braselton, GA
6/16	Loudon, NH
6/25	Elkhart Lake, WI
8/6	Lexington, OH
9/10	Talladega, AL
10/1	Sonoma, CA
10/29	Daytona Beach, FL

Info 704/684-4297

Suzuki Nat'l Cup Road Race Series

Northeast

4/16-17	Loudon, NH
4/30-5/1	Loudon, NH
6/11-12	Loudon, NH
7/2-4	Loudon, NH
8/20-21	Loudon, NH
9/3-5	Loudon, NH
10/1-2	Loudon, NH

Mid-Central

4/16-17	Beloit, IL
4/30-5/1	Elkhart Lake, WI
5/7-8	Brainerd, MN
7/16-17	Grattan, MI
7/30-31	Brainerd, MN
8/27-28	Beloit, IL
9/10-11	Beloit, IL

Mid-Atlantic

4/9-10	Indianapolis, IN
4/30-5/1	Warren, OH
5/28-29	Rockingham, NC
6/25-26	Pocono, PA
7/9-10	Rockingham, NC
8/20-21	Summit Point, WV
9/17-18	Summit Point, WV

Southeast

3/26-27	Braselton, GA
4/9-10	Talladega, AL
4/30-5/1	Faulkville, GA
5/14-15	Talladega, AL
6/4-5	Talladega, AL
7/17	W. Palm Beach, FL
8/13-14	Braselton, GA
9/25	W. Palm Beach, FL

South Central

4/2-3	College Station, TX
5/21-22	Hallett, OK
6/11-12	Henderson, TX
7/16-17	E. St. Louis, MO
8/27-28	Henderson, TX
9/3-4	Memphis, TN
9/24-25	College Station, TX

Central Pacific

3/26-27	Sonoma, CA
4/16-17	Sonoma, CA
5/21-22	Sonoma, CA
6/19	Sonoma, CA
7/23-24	Sonoma, CA
8/21	Sonoma, CA
9/11	Sonoma, CA

Southwest

4/2-3	Riverside, CA
4/16-17	Rosamond, CA
5/28-29	Chandler, AZ
6/18-19	Rosamond, CA
6/25-26	Riverside, CA
7/2-4	Rosamond, CA
8/6-7	Chandler, AZ
9/11	Chandler, AZ

Mountain

5/1	Pueblo, CO
5/15	Denver, CO
6/5	Aspen, CO
6/19	Denver, CO
7/31	Denver, CO
8/14	Aspen, CO
9/12	Steamboat Springs, CO

Northwest

4/16-17	Portland, OR
4/30-5/1	Kent, WA
5/14-15	Portland, OR
7/17	Kent, WA
7/23-24	Portland, OR
9/11	Kent, WA
9/24-25	Portland, OR

AMA/CCS Supersport Nationals

5/14-15	Braselton, GA
6/18-19	Loudon, NH
6/25-26	Elkhart Lake, WI
7/9-10	Monterey, CA
8/6-7	Lexington, OH
9/10-11	Talladega, AL
9/31-10/1	Sonoma, CA

SCORE Int'l Off-Road Series

4/1-3	Great Mojave 250 Lucerne Valley, CA
6/3-5	Baja Internacional Ensenada, Baja, Mexico
8/12-14	Off Road World C'ship Riverside, CA
11/10-13	Baja 1000 Ensenada, Baja, Mexico
12/9-11	San Felipe 250 San Felipe, Baja, Mexico

Info 818/889-9216

SETRA C'ship Hare Scrambles Series

4/3	Sumter, SC
5/1	Abbeville, SC

Info 803/229-5369

SETRA C'ship Enduro Series

3/27	Abbeville, SC
4/10	Bristol, VA
4/24	Lawrenceburg, TN
5/8/	Charleston, SC

Info 803/229-5369

WERA Western Endurance C'ship

4/16	Rosamond, CA
5/14	Portland, OR
5/28	Vancouver, BC
6/12	Kent, WA
9/17-18	Rosamond, CA

Info 803/681-9372

WERA Nat'l Endurance Road Race Series

4/16	Rosamond, CA
4/30	Faulkville, GA
5/14	Portland, OR
5/28	Rockingham, NC
6/11	Shannonville, Canada
7/2	Grattan, MI
7/16	E. St. Louis, MO
7/30-31	Garrettsville, OH
8/6	Long Pond, PA
9/3	Memphis, TN
9/17-18	Rosamond, CA
9/24	College Station, TX
10/8	Clermont, IN
10/15	Summit Point, WV
11/5	Braselton, GA

Info 803/681-9372

WERA Nat'l Qualifier Road Race Series

4/9-10	Talladega, AL
5/21-22	Grattan, MI
5/21-22	College Station, TX
6/4-5	Summit Point, WV
6/11-12	Henderson, TX
6/18-19	Rosamond, CA
6/25-26	Long Pond, PA
7/9-10	Rockingham, NC
7/9-10	Milwaukee, WI
8/6-7	Rosamond, CA
8/20-21	E St. Louis, MO
8/20-21	Talladega, AL
8/20-21	Summit Point, WV
8/27-28	Henderson, TX
9/3-4	Garrettsville, OH
9/3-4	Memphis, TN
9/24-25	Grattan, MI
9/24-25	College Station, TX
10/1-2	Faulkville, GA

Info 803/681-9372

WERA Grand Nat'l Final

11/3-6	Braselton, GA

IDBA Nat'l Drag Race Series

3/25-27	Birmingham, AL
4/15-17	Rockingham, NC
5/20-22	Bowling Green, KY
6/10-12	Norwalk, OH
7/8-10	Columbus, OH
8/26-28	Memphis, TN
9/23-25	Atco, NJ
10/14-16	Baton Rouge, LA

Info 205/849-7886

Dragbike! Nat'l C'ship Series

4/9-10	Atlanta, GA
4/16-17	Los Angeles, CA
4/23-24	Dallas, TX
5/14-15	Cincinnati, OH
5/21-22	Sacramento, CA
5/28-29	Marion, OH
6/18-19	Syracuse, NY
6/25-26	Fremont, CA
7/16-17	Spokane, WA
8/6-7	Cordova, IL
8/13-14	Union Grove, WI
8/19-20	Albany, NY
9/3-4	Wilmington, DE
9/5	TBA
9/10-11	Albuquerque, NM
9/17-18	Rockford, IL
9/24-25	Bradenton, FL
10/8-9	Phoenix, AZ
10/15-16	Los Angeles, CA
10/22-23	Houston, TX
10/29-30	W Palm Beach, FL
11/18-20	Gainesville, FL

Info 315/735-1661

AMRA Nat'l Drag Race Series

5/14-15	Colonial Beach, VA
6/18-19	Union Grove, WI
7/2-3	Humbolt, IA
7/23-24	Cincinnati, OH
8/9-11	Sturgis, SD
9/17-18	Kokomo, IN
10/8-9	Nashville, TN

Info 312/250-0838

NETA C'ship Series

3/27	Wrentham, MA
5/21-22	Meriden, CT
7/24	Wrentham, MA
8/14	Wrentham, MA
9/11	Ossipee, NH
9/18	Meriden, CT
10/2	Conway, NH
10/16	Chepachet, RI

Info 401/421-6929

NETRA C'ship Enduro Series

5/15	Somers, CT
6/5	Wrentham, MA
6/19	Warren, MA
8/14	Dunbarton, NH
8/21	Oxford, MA
9/11	Windsor, MA
9/25	W. Greenwich, RI
10/2	Chester, CT
10/9	Stafford, CT
10/30	Adams, MA
12/4	Marlborough, CT

NETRA C'ship Hare Scrambles Series

5/29	W. Greenwich, RI
6/26	New London, CT
7/17	Windsor, MA
7/24	Union, CT
7/31	Providence, NY
8/7	Norwich, VT
8/28	Cheshire, MA
8/18	N. Petersburg, NY
10/16	Brookfield, MA
11/6	Wrentham, MA

NETRA Turkey Run Series

5/22	Leominster, MA
5/29	Washington, MA
6/12	Allenstown, NH
6/26	Norton, MA
7/10	Adams, MA
7/31	Bartonsville, VT
9/11	Swiftwater, NH
9/18	Sandisfield, MA
10/2	Freetown, MA
10/23	Winshinton, MA
11/27	Plympton, MA

NETRA Junior C'ship Enduro Series

5/7	Meriden, CT
5/22	Wrentham, MA
6/18	Thomaston, CT
6/25	Southampton, MA
8/13	Dunbarton, NH
8/20	Oxford, MA
9/17	N. Petersburg, NY
10/1	Freetown, MA
10/15	Brookfield, MA
11/12	Leominister, MA

LA State C'ship Hare Scramble Series

3/27	Jonesboro, LA
4/17	Minden, LA
5/1	Enon, LA
6/5	Mooringsport, LA
7/17	Sterlington, LA
9/4	TBA
10/2	Watson, LA
10/16	Ringgold, LA
11/5	Shreveport, LA

Texas Arenacross Series

3/26-28	Temple, TX

Info 817/433-5587

AFM North Road Race Series

3/26-27	Sears Point, CA
4/16-17	Sears Point, CA
5/21-22	Sears Point, CA
6/19	Sears Point, CA
7/23-24	Sears Point, CA
8/21	Sears Point, CA
9/11	Sears Point, CA
10/23	Sears Point, CA

Info 415/327-0908

AFM South Road Race Series

4/2-3	Riverside, CA
5/28-29	Phoenix, AZ
6/25-26	Riverside, CA
7/16	Phoenix, AZ
8/13	Phoenix, AZ
9/3-4	Phoenix, AZ

Info 818/963-8676

Best of the West Series

6/19	Kernville, CA, MX
10/2	Sunrise, CA, GP
10/16	Rand, CA, End.
10/23	Lucerne, CA, H&H

WSMA Formula USA C'ship Series

4/2-3	Willow Springs, CA
5/14-15	Willow Springs, CA
6/4-5	Willow Springs, CA
9/10-11	Willow Springs, CA
10/1-2	Willow Springs, CA
11/5-6	Willow Springs, CA

Info 805/256-2471

Mickey Thompson Off-Road C'ship Grand Prix Series

4/9	Seattle, WA
* 4/23	Houston, TX
5/7	Pasadena, CA
7/16	Los Angeles, CA
10/1	Las Vegas, NV

* Tentative

Info 714/938-4100

Golden State Enduro Series

4/9	Georgetown, CA
4/17	San Luis Obispo, CA
4/24	Sonora, CA
5/1	Lucerne, CA
5/22	Placerville, CA
12/10	Tecate, Baja, CA, Mexico

Info 714/643-9108

STRA C'ship Observed Trials Series

4/10	Crossville, TN
5/1	Hendersonville, NC
5/15	Dalton, GA
8/28	Atlanta, GA
9/11	Grant, AL
9/24-25	Berea, KY
10/9	Huntland, TN
10/30	Bellews Creek, NC
11/13	Cullman, AL

Info 615/967-3008

WMRRA C'ship Road Race Series

5/1	Kent, WA
5/22	Kent, WA
6/12	WERA 6 Hr, Kent, WA
7/17	Kent, WA
9/11	Kent, WA
10/23	Kent, WA

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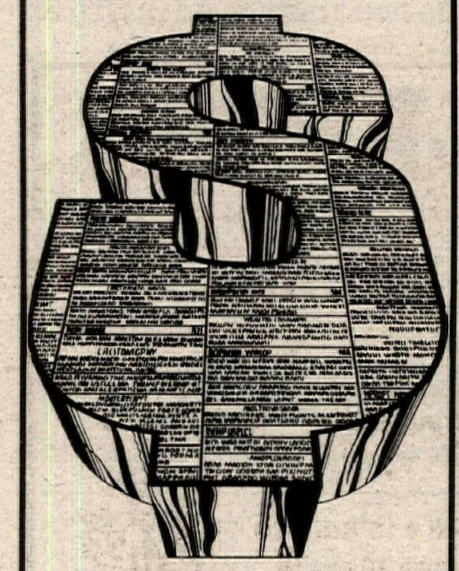

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Wares Ferry Motocross Park
APRIL 3, 1988

Motocross + Easter Egg Hunt For The Kids

Info: (205) 277-1313

CRC CALIFORNIA RACE SCHEDULE

ATV CLASSES AT ALL EVENTS

Sun. Mar. 27 MX LA County Raceway
Sun. Apr. 3 GP Glen Helen
Sun. Apr. 10 MX LA County Raceway
Sun. Apr. 17 MX Glen Helen
Sun. May 1 GP Perris

** OPEN PRACTICE **
9 am to 2 pm Every Sat — LA County Raceway
* VINTAGE RACING*
Every Second Sunday — LA County Raceway
CRC Info 805-272-8889

MARCH						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

APRIL						
S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

• Denotes Pro Payback

March 23

CALIFORNIA DRAG RACE
• Baylands Raceway Park, Fremont. Info 415/651-2545.

March 25

CALIFORNIA SHORT TRACK
• Bakersfield Speedway, Bakersfield. Info 805/323-7877.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX, Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Ross Downs MX, Colleyville. Info 817/481-2804.

March 25-27

ALABAMA DRAGS
• IDBA Nat'l Series. Ironman Nationals. Birmingham. Info 205/849-7886.

March 26

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
So. Cal. Sidecar Experience. Pinnacle Peaks Dinner Ride. Peaks Steak House, San Dimas. Info 818/894-2130 or 786-7509.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA GRAND PRIX
• CMC. U.S. Amateur Nat'ls. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/278-3019 or 965-7013.
INDIANA HILLCLIMB
AMA/D-15-17. Night HC. Pleasure Riders MC. Cayuga. Info 217/446-4555.
KENTUCKY SHORT TRACK
• Paducah Dirt Riders, Paducah. Info 502/554-5050.
NEVADA SAND DRAGS
• Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
OHIO MOTOCROSS
• AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
PENNSYLVANIA SHORT TRACK
Micro Sprints. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.

March 26-27

CALIFORNIA MOTOCROSS
• 20th Annual Hangtown Classic. Sat. Am. Sun. AMA 125/250 Nat'l C'ship. Sacramento. Info 408/436-8228.
MARYLAND MOTOCROSS
Potomac MX, Budds Creek. Info 301/475-2000.
TENNESSEE CROSS COUNTRY
• AMA/AATVA/Wiseco Grand Nat'l CC Series. Loretta Lynn's, Hurricane Mills. Info 304/594-1157.
TENNESSEE MOTOCROSS
AMA Loretta Lynn Qualifier. Muddy Creek MX, Kingsport. Info 615/323-5497.
TEXAS MOTOCROSS
AMA Loretta Lynn's S. Central Area Qualifier, Crane. Info 915/558-3989.
TEXAS TRIALS
HATC TX State Observed Trials Series. Yague Park, Somerville.

March 27

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-5612 or 849-8069.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA MOTOCROSS
• CMC. IMI, Pearsonville. Info 619/446-7240 or 805/945-9113.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Weekend of Champions Series. Argyll Park, Dixon. Info 415/634-3328.
CALIFORNIA MINI ROAD RACE
YSR50 C'ship Series. Willow Springs Raceway, Willow Springs. Info 619/967-9811.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi MC. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• SMX. Cal-Classic #2. Butterfield Country, Temecula/Rancho. Info 714/582-3482.
CALIFORNIA MOTOCROSS
• CMC. US Amateur Nat'ls. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA ENDURO
AMA/D-36. North Bay MC, Middle Creek Campground, Upper Lake. Info 707/433-2774.
CALIFORNIA TRIALS
AMA. 7th Annual Creek Crawlers. Frank Raines Park, 20 mi W. of Patterson. Info 415/595-3843 or 408/728-4392.
COLORADO TRIALS
RMTA Series. Lefthand Canyon. Info 530-1740 or 330-2923.
COLORADO MOTOCROSS
SRAC/PMI. Pueblo Motorsports Park, Pueblo. Info 303/989-7436.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
GA-AL Series. Hillbilly Hills, Roberta. Info 912/836-4400.
GEORGIA MOTOCROSS
FMC Spring Series. So. GA MX, Valdosta. Info 912/244-6050 or 242-6779.
INDIANA MOTOCROSS
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/473-7590.
KENTUCKY MOTOCROSS
AMA. Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway MX, West Point. Info 502/351-4442 or 935-7674.
LOUISIANA HARE SCRAMBLE
LA State C'ship Series. Jonesboro.
MARYLAND TRIAL
Observed Trial. Gunpowder Valley MC, Cardiff. Info 717/235-1609.
MARYLAND HARE SCRAMBLE
Antietam MC, Hagerstown. Info 301/797-8686.
MICHIGAN MOTOCROSS
D-14. Red Bud Comp. Riders, Buchanan. Info 616/695-1074.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735.
NEVADA ARENACROSS
Northern NV MX & ATV Assn. Churchill County Fairgrounds, Fallon. Info 702/358-5614 or 867-3430.
NEVADA MOTOCROSS
Las Vegas MX Club, Las Vegas Int'l Raceway. Info 702/365-1080.
NEW JERSEY MOTOCROSS
• AMA/D-6. Raceway Park, Englishtown. Info 201/446-6331 or 446-6740.
NEW YORK MOTOCROSS
• Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NEW YORK HARE SCRAMBLES
Palmyra Racing Assn. Palmyra MX Park, Palmyra. Info 315/597-6320.
NORTH CAROLINA MOTOCROSS
Beechnut Park, Mt. Airy. Info 919/320-2220 or 786-5343.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/756-8601 or 614/389-5268.
OHIO HARE SCRAMBLE
Mathias Raceway, New Philadelphia. Info 216/239-1598.
OHIO MOTOCROSS
• AMA/D-11. COCR. Lancaster. Info 614/237-3511.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways Inc., Oklahoma City. Info 405/681-9492.
OREGON HILLCLIMB
Iron Horse Enterprises. Grants Pass. Info 503/476-6739 or 474-2161.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA SUPERCROSS
SX C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
B & B Prom. Spring Series. Purrysburg MX, Hardeeville. Info 912/355-1816.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Paris. Info 901/642-1513 or 615/890-3003.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
TEXAS MX/SHORT TRACK
• Laredo MC. Border MX Challenge Series. Weeb County Int'l MC Speedway, Laredo. Info 512/723-6221 or 723-4602.
WASHINGTON TRIALS
Puget Sound Trialers, Goldbar. Info 206/885-6598.

March 30

CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.

April 1

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX, Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 1-3

CALIFORNIA DESERT RACE
• SCORE Great Mojave 250. Lucerne Valley. Info 818/889-9216.
TENNESSEE MOTOCROSS
AMA. CUSA Team C'ship. B & J MX, Cairksville. Info 502/522-6389.

April 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SHORT TRACK
• R & D Ent. Santa Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.
CALIFORNIA SPEEDWAY
• AMA. Napa Speedway, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA TT SCRAMBLES
R.L. Promotions. Spinners Airport Raceway, Porterville. Info 209/784-6301.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/278-3019 or 965-7013.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
MICHIGAN MOTOCROSS
D-14. Polka Dots MC, Midland. Info 517/631-3733.
OHIO SHORT TRACK
• AMA/D-12. Triangle MC. Ohio State C'ship. Marion Fairgrounds Coliseum, Marion. Info 614/383-3887.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
PENNSYLVANIA SHORT TRACK
Micro Sprint. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
TEXAS MOTOCROSS
• AMA/TMC. Kent Howerton Series. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
WASHINGTON SHORT TRACK
AMA/AATVA/Land Speed Sports. Clark County Fairgrounds, Vancouver. Info 503/6611-6813.

April 2-3

CALIFORNIA ROAD RACE
AFM South Series. Riverside Int'l Raceway, Riverside. Info 818/963-8676.
CALIFORNIA ROAD RACE
• WSMA/Formula USA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.

April 3

ALABAMA MOTOCROSS
GA-AL Series. Wares Ferry, Montgomery. Info 205/277-1313.
ALABAMA MOTOCROSS
Ft. Mitchell MX Club, Ft. Mitchell. Info 205/855-3510.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA GRAND PRIX
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA DUAL SPORT RIDE
AMA/D-37. Foothill Kawasaki/Yamaha, Tujunga. Info 818/353-5409.

CALIFORNIA MOTOCROSS
● CMC. Weekend of Champions Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA YSR50 RACE
YSR50 C'ship Series. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
AMA/D-36. Lakeport Speedway, Clearlake/Lakeport. Info 707/274-8210.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
● SMX Cal-Classic #3. De Anza Cycle Park, Sunnymead. Info 714/582-3482.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
FMC Spring Series. Callahan MX, Callahan. Info 904/757-3820.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MOTOCROSS
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info 812/379-2312.
INDIANA MOTOCROSS
● AMA/D-15. Knobby Hill MX, Hortonville. Info 317/758-6200.
KENTUCKY HARE SCRAMBLES
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
MICHIGAN MOTOCROSS
D-14. Bull Dogs MC, Millington. Info 517/871-2950.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MICHIGAN MOTOCROSS
AMA/D-14. S & A Raceway, Clifford. Info 313/678-2479.
NEW YORK MOTOCROSS
D-3. Frozen Ocean MX Park, Auburn. Info 315/784-5466 or 352-5738.
NEW YORK MOTOCROSS
AMA. Moto-Masters Park, Mapleview. Info 315/699-7105.
NORTH CAROLINA MOTOCROSS
● NAME Spring MX Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
● Wilkes Co. MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
Carolina Spring Series. S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA MOTOCROSS
Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598 or 682-9231.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494 or 726-8204.
PENNSYLVANIA MOTOCROSS
AMA/D-5. PA State C'ship. Rocky Ridge Riders, Imperial. Info 412/796-1667 or 796-5602.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE MOTOCROSS
● Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS HARE SCRAMBLE
● TX CC Racing Assn. Alvord. Info 214/775-6278.
TEXAS MOTOCROSS
Moto Tex Racing. Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
● Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS MOTOCROSS
● Mustang Tracks, Alvin. Info 713/488-8563.
WYOMING MOTOCROSS
SRAC. Cheyenne Cycle Club MX Park, Cheyenne. Info 303/989-7436.

April 6

CALIFORNIA MOTOCROSS
● CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
● Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.

April 8

CALIFORNIA MOTOCROSS
● CMC. Ascot Raceway Park, Ascot. Info 714/261-6116.
CALIFORNIA SHORT TRACK
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
OREGON SHORT TRACK
● SOMA. Jackson County Expo, Compton Arena, Central Point.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 8-10

NEVADA GRAND PRIX
NMA World Mini GP. Las Vegas Int'l Raceway, Las Vegas. Info 213/868-8112.

April 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
● R & D Ent. Santa Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.
CALIFORNIA SPEEDWAY
● AMA. Napa Speedway, Napa. Info 707/252-8772.
CALIFORNIA POKER RUN
SCEC. Charlie's Place, Red Mountain. Info 714/689-6114.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA TT SCRAMBLES
R.L. Promotions. Spinners Airport Raceway, Porterville. Info 209/284-6301.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MX/SHORT TRACK
● Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/278-3019 or 965-7013.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MOTOCROSS
AMA/D-15. H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KENTUCKY SHORT TRACK
● Paducah Dirt Riders, Paducah. Info 502/554-5050.
OHIO MOTOCROSS
● AMA/D-11. Dirt Country , Blanchester. Info 513/791-8970 or 625-9987.
OHIO MOTOCROSS
● Honda Hills, Linnville. Info 614/323-3766 or 228-0690.
OREGON SHORT TRACK
● SOMA. Jackson County Expo, Compton Arena, Central Point.
PENNSYLVANIA SUPERCROSS
SX C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.
WASHINGTON ULTRACROSS
● Mickey Thompson Ent. Group. Seattle Kingdome, Seattle. Info 714/938-4100.

April 9-10

ALABAMA ROAD RACE
WERA C'ship Series. Talladega Gran Prix Raceway, Talladega. Info 205/362-7010 or 362-6370.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
GEORGIA DRAGS
● Dragbike! C'ship Series. 7th Annual Dixie Cyclenationals. Atlanta Dragway, Commerce. Info 315/735-1661.
GEORGIA POKER RUN
Easy Living Yamama/WRGA Ride for C.U.R.E. Days Inn, Rome. Info 404/234-8502 or 232-2417.
MICHIGAN SUPERCROSS
● AMA/Pace Promotions/D-14. Pontiac Silverdome, Pontiac.
NEW JERSEY MOTOCROSS
● 2nd Annual Honda Big Bucks Shoot-Out. AMA/D-6. Raceway Park, Englishtown. Info 201/446-6331 or 446-6740.
NORTH DAKOTA ARENACROSS
GR Promotions. West Fargo Fairgrounds, W. Fargo. Info 218/236-8359.
OREGON ROAD RIDE
Trinity Road Riders Spring Opener. Silverton. Info 503/658-3385.
TEXAS ROAD RACE
CRRC Series. 4 Hr. Reg. Endurance Sat., Reg. Sprints Sun. Texas World Speedway, College Station. Info 713/342-1902.
WISCONSIN DRAGS
Motorcycle Weekends Series. Great Lake Dragaway, Union Grove. Info 414/462-5520.

April 10

ALABAMA MOTOCROSS
● Coleta Valley MX, Ashland/Talladega. Info 205/354-4586 or 354-7307.
ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/647-5612 or 849-8069.
ARKANSAS MOTOCROSS
● Cleburne County Speedway, Heber Springs. Info 501/362-6474.
ARKANSAS MOTOCROSS
● D & S Promotions. Harrison Raceway, Harrison. Info 501/741-2662.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA DESERT RACE
● AMA/D-38/Fudpucker Racing Team. Plaster City West, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
●CRC & WMA Spring Nat'ls. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ENDURO
SCEC Series. Charlie's Place, Red Mountain. Info 714/689-6114.
CALIFORNIA MOTOCROSS
● CMC. Weekend of Champions Series. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
● CMC/IMI. IMI Raceway, Pearsonville. Info 619/446-7240 or 805/945-9113.
CALIFORNIA YSR50 RACE
YSR50 C'ship Series. Willow Springs Raceway, Willow Springs. Info 619/967-9811.
CALIFORNIA GRAND PRIX
DCR. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA ROAD RIDE
4th Annual All British Ride. Castiac Landing, Castiac. Info 805529-1270.
CALIFORNIA HARE & HOUND
AMA/D-37/Rovers MC. Soggy Dry Lake, Lucerne Valley. Info 805/526-3513.
CAL/MEX GRAND PRIX
● SRA/Hilltoppers MC. Rosarito Beach, Baja Calif. Info 213/428-4971 or 714/898-4557.
COLORADO MOTOCROSS
SRAC/RMP. Thunder Valley MX Park, Lakewood. Info 303/989-7436.
FLORIDA MOTOCROSS
FMC Spring Series. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA SHORT TRACK
● AMA Nat'l C'ship 600 D.T. Series. Dixie Speedway, Woodstock. Info 404/926-5315 or 926-3019.
GEORGIA MOTOCROSS
GA-AL Series. Rome Cycle Ranch, Rome. Info 404/235-3454.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY HARE SCRAMBLE
Rough Country MX Club, Henderson. Info 812/897-3800.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/473-7590.
KENTUCKY MOTOCROSS
AMA. Eastern KY MX, Eastern. Info 606/285-9306.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Vallley Raceway MX, West Point. Info 502/351-4442 or 935-7674.
MARYLAND MOTOCROSS
Antietam MC, Hagerstown. Info 301/797-8686.
MICHIGAN MOTOCROSS
MRA. Wheel Wars, Harrison. Info 517/539-6033.
NEVADA MOTOCROSS
AMA/D-36. NV C'ship Series. NV Old Timers. Fernley. Info 702/358-4388 or 329-1211.
NEW YORK MOTOCROSS
D-3. Frozen Ocean MX, Auburn. Info 315/784-5466 or 716/352-5738.
NORTH CAROLINA CROSS COUNTRY
Beechnut Park, Mt. Airy. Info 919/320-2220 or 786-5343.
OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/756-8601 or 614/389-5268.
OHIO MOTOCROSS
● AMA/D-11/COCR. Lancaster. Info 614/237-3511.
OHIO HARE SCRAMBLE
Mathias Raceway, New Philadelphia. Info 216/239-1598.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
Spring Series. Purrsburg MX, Hardeeville. Info 912/355-1816.
SOUTH CAROLINA HARE SCRAMBLE
4th Annual SERMA SERTA HS. Serma Clubhouse, Wedgefield. Info 803/481-2710 or 469-3466.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE TRIALS
STRA C'ship Series. Observed Trials. Crossville. Info 615/967-3008.
TENNESSEE MOTOCROSS
Boyd's Creek MX Track, Sevierville. Info 615/45333-8947 or 453-8546.
TENNESSEE MOTOCROSS
● Thunder Hill MX, Cleveland. Info 615/479-1340 or 472-0298.
TEXAS MOTOCROSS
● Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
TEXAS MOTOCROSS
● Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-4438.

Chris Agajanian presents
CAL EXPO

SACRAMENTO MILE

RECORD ATTEMPT by Earnie Adams
Come Watch 145 MPH Action as the A.M.A. Grand National Champions take on the Big Track at Cal Expo

SAT., APRIL 16, 1988

Bass Tickets (916) 395-BASS or Howe Ave. Box Office (916) 920-1121

GATES OPEN 5:30 pm QUALIFIERS 6:30 pm FIRST HEAT 8:00 pm

Budweiser · EXECUTIVE LODGE · SUPERTRAPP · DOLLAR RENT A CAR · KZZAP

Bubba Shobert ★ Scotty Parker ★ Ricky Graham ★ Chris Carr ★ Doug Chandler

SUNDAY APRIL 3, 1988
GLEN HELEN CYCLE PARK
DON'T MISS IT! Membership Not Required

Overnight camping must be in by 8:00 pm
EACH CLASS RACE 45 MINUTES
20% Trophies
Superb Finisher Pins
CASH TO PROS

8:00	AM PARADE
8:30 AM	80cc - WOMEN
9:15 AM	ODYSSEY
10:00 AM	CRC VETS
11:00 AM	NOV
12:00 NOON	QUADS
1:00 PM	PARADE LAP
1:30 PM	INT/PRO
2:30 PM	BEG
3:30 PM	TEAM RACE

Mail Entry	$20
Non Member	$25
Post Entry	$25
Non Member	$30

Mail entries and two (2) legal size self-addressed stamped envelopes
CALIFORNIA RACING CLUB 37045 Ran Dr., Palmdale, CA 93550
1988 CRC Membership Available For info call (805) 272-8889

AFM ROAD RACING 1988
March 26 - 27 Sears Point
April 2 - 3 Riverside
April 16 - 17 Sears Point
1134 Crane St. #216
Menlo Park, CA 94025
(818) 963-8676
(415) 327-0908 North Chapter

CAL POLY PENGUINS
AMA & D-37 sanctioned
AMA Western Regional
Golden State Series
April 17
Drawing date March 29
Info: (805) 544-0963
38TH ANNUAL HI-MOUNTAIN ENDURO
For entries send SASE CAL POLY PENGUINS
1254 Madonna Rd., San Luis Obispo, CA 93401
Los Padres National Forest, 35 miles NE of San Luis Obispo

GLEN HELEN OHV PARK

Sat. Mar. 26	CMC	Am. Natl MX
Sun. Mar. 27	CMC	Am. Natl MX
Sun. Apr. 3	CRC	Grand Prix

Glen Helen OHV Park
P.O. Box 2937, San Bernardino, CA 92406

Central Road Racing Club
Texas World Speedway
College Station, TX
April 9 & 10
Sat. - 4 hour Regional Endurance
Sun. - Regional Sprints
Suzuki GSXR/Yamaha Contingency
(409) 776-8898

CMC Race With The Best
Sat. & Sun. Mar. 26 & 27 Glen Helen OHV San Bernardino, CA U.S. Amateur Nationals
Fri. Apr. 8 Ascot Park Gardena, CA
CA (714) 261-6116

FAMILY ENDURO
S.C.E.C. HOBO
April 10 • Red Mountain
CRC Points Event • Poker Run Sat. April 9
Info (714) 689-6114

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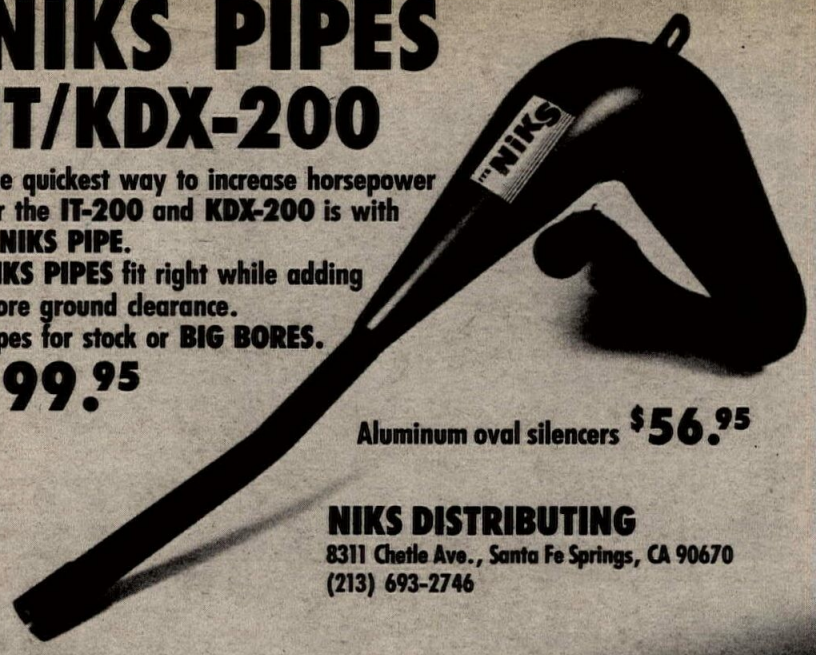

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SRA California Schedule
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Apr. 10 Hilltoppers
Apr. 24 Butterfield
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WASHINGTON TRIALS
Puget Sound Trialers. Enduro Trials. Goldbar. Info 206/630-5537.

April 13

CALIFORNIA NIGHT MX
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.

April 15

CALIFORNIA SHORT TRACK
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Ascot. Info 714/261-6116.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 15-17

NEVADA DESERT RACE
• Best in the Desert Grand Slam C'ship Series. Las Vegas 300. Las Vegas. Info 702/457-5775.
NORTH CAROLINA DRAGS
• IDBA Nat'l C'ship Series. Spring Nat'ls, Rockingham. Info 205/849-7886.

April 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SPEEDWAY
• AMA. Mother Goose Racing. Napa Speedway, Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA OFF ROAD RACE
Off-Road Amateur. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA SHORT TRACK
• R & D Ent. Santa Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/278-3019 or 965-7013.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX, Blanchester. Info 513/791-8970 or 625-9987.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley Park, Zanesville. Info 614/452-7415 or 796-4745.
PENNSYLVANIA SHORT TRACK
Micro Sprint. Trail-Way Speedway, Hanover. Info 717/359-4310.
TEXAS SUPERCROSS
• AMA/Pace Promotions. Texas Stadium, Dallas. Info 312/963-4810.
TEXAS MOTOCROSS
AMA/TMC. Kent Howerton Series. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.

April 16-17

ARKANSAS MOTOCROSS
AMA. Loretta Lynn's Area Qualifier. Camel Back, Pine Bluff. Info 501/879-1404.
CALIFORNIA ROAD RACE
• WERA Pacific/Mountain Region/WSMA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
MICHIGAN MOTOCROSS
AMA/D-14. Loretta Lynn's Nat'l Area Qualifier. Morelands MX Park, Stanton. Info 517/235-4105.
PENNSYLVANIA CROSS COUNTRY
• AMA/AATVA/Wiseco Grand Nat'l Series. Brown Jug. Brownsville. Info 304/594-1157.

April 17

ALABAMA MOTOCROSS
Ft. Mitchell MX Club, Ft. Mitchell. Info 205/855-3510.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA OFF ROAD RACE
• Off-Road Pro. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CMC. Perris Raceway, Perris. Info 714/261-6116.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA SHORT TRACK
• AMA/D-36. Pro/Am. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA GRAND PRIX
AMA/AATVA Nat'l C'ship Series. Shasta Dam, Redding. Info 916/243-4277 or 614/891-2425.
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So. Cal. Sidecar Experience. Frazier Park/Ojai Ride. Accessories Unlimited, Newhall. Info 805/252-6524.
CALIFORNIA MOTOCROSS
• CMC. Weekend of Champions Series. Sandhill Ranch, Brentwood. Info 415/641-9308.
CALIFORNIA ENDURO
AMA/D-37. 38th Annual Hi Mountain. Cal Poly Penguins. Los Padres Nat'l Forest, San Luis Obispo. Info 805/544-0963.
CALIFORNIA VINTAGE MX
CVRG. Marin County MC Assn. Petaluma. Info 415/829-6091.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
COLORADO MOTOCROSS
SRAC/PMI. Pueblo Motorsports Park, Pueblo. Info 303/989-7436.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
FMC Spring Series. Ocala MX, Ocala. Info 904/622-94400 or 867-1340.
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Thunder Creek MX, High Falls. Info 912/994-6630.
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KENTUCKY MOTOCROSS
AMA. Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway MX, West Point. Info 502/351-4442 or 935-7674.
LOUISIANA HARE SCRAMBLES
LA State H.S. C'ship Series. Minden. Info 504/635-3311 or 273-4948.
MEXICO DESERT RACE
• ADRA C'ship Series. 2nd Annual Sandy Beach La Playa 100. Penasco, Rocky Point. Info 602/252-1900.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MISSOURI HARE SCRAMBLE
Ozark Mountain Racing. Walnut Shade. Info 417/883-7226.
NEW YORK MOTOCROSS
D-3. Frozen Ocean MX Park, Auburn. Info 716/352-5738 or 315/784-5466.
NEW YORK MOTOCROSS
WNYSC/Hunt Racing, Inc. Hunt. Info 716/476-2697.
NORTH CAROLINA MOTOCROSS
• Carolina Spring Series. S.E. MX Assn. Montrose MX, Raeford. info 919/875-3805.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info 704/758-4342.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO HARE SCRRAMBLES
Salem MC, Salem. Info 216/427-6645.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON ROAD RACE
OMRRA C'ship Series. Sprints. Portland. Info 503/221-1487.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6/Flying Dutchmen MC. Pine Grove. Info 717/345-6340 or 345-8918.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE HARE SCRAMBLES
Bristol Sports Park, Bristol. Info 615/3233-5497 nites.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS HARE SCRAMBLES
• TX C.C. Racing Assn. 50 Mile. Weatherford. Info 214/775-6278.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: ____

Type of event: ____

Event sanction/promoter/sponsoring club: ____

Location of event: ____

City/Town: ____ State: ____

Phone number (with area code) for more information: ____

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Wind

(Continued from page 2)

Off-road enthusiast Mike Bishop of Santa Barbara, California, who served for five years as a member of the state's Off-Highway Motor Vehicle Recreation Commission, was removed from office last week and replaced by a member of the Sierra Club. Bishop was notified March 14 by State Senator David Roberti (D—Hollywood), chairman of the Senate Rules Committee, that he would not be reappointed and that his seat on the commission would go to northern Californian Hugh McGuigan, 54, of Los Molina. McGuigan is a 30-year veteran of the California Highway Patrol and secretary for the Shasta Chapter of the Sierra Club. When asked by Bishop what he hopes to accomplish as an OHV commissioner, McGuigan reportedly said, "My priorities are: one, law enforcement; two, my Sierra Club involvement; three, off-highway vehicle recreation." When asked what he thinks of ATVs, McGuigan said, "They're okay, in their place."

Canadian road racers Toni Sharpless and Kathleen Coburn spent a week training with three-time World Champion Kenny Roberts at his northern California ranch last week. Sharpless and Coburn will jet to France next week to compete in the April 2-3 24 Hours of Le Mans, a round of the World Championship Endurance Road Race Series, aboard a Team Yamaha Nescafe Americana Yamaha.

Italian Marco Lucchinelli, the 1981 500cc road race World Champion, will be aboard a factory-backed Ducati in the opening round of the new World Championship Superbike Series at England's Donington Park on April 3. Another big name added to the entry list for the Donington Park race is former Rothmans Honda GP team rider Roger Burnett. Burnett will ride a race-kitted Honda RC30 at Donington.

Team Marlboro Yamaha crew chief Kel Carruthers jetted to Japan a week earlier than scheduled when it was discovered at the March 13 Suzuka Two-Four race meet that the '88 YZR500 was approximately five miles-per-hour slower than the '88 Honda NSR500. Carruthers flew from California to Japan on Tuesday, March 15. No doubt Carruthers and crew will be burning some midnight oil right up until the April 3 Japanese GP, the opening round of the 1988 World Championship Road Race Series.

Quick, in-store credit approvals, in most cases in less than five minutes, is an innovative feature of the new consumer credit program being offered by Kawasaki for its dealer network. Kawasaki and Household Retail Services, Inc. have developed an automated credit application review system that utilizes computers in four locations that together deliver a "yes," "no" or "maybe" answer for a customer's credit application in minutes. Credit application information flows from the Kawasaki dealer's K-Share system, to Kawasaki, to Household, to a regional credit bureau and back in less than five minutes. The "maybe" answers are reviewed by Household credit analysts and quickly resolved by phone. The Kawasaki Good Times Credit Plan, as it is known, went into effect March 1 and is being made available to some 1000 Kawasaki dealers nationwide. Other features of the plan include no money down, extended terms up to 60 months, and a revolving credit card applicable to the purchase of parts, service, accessories and extended warranty plans.

Casey Folks, the man behind the Best In The Desert Grand Slam Championship Series, tells us that the drawing for starting slots for the April 16 Las Vegas 300, a round of the series, was conducted last week. Starting slots were determined by postmark — first in, first slot. Eighty-five pre-entries were received by Folks for the event.

A battle between surf clothing companies could be shaping up on the motocross scene as Kawasaki-support rider Jeff Matiasevich has secured sponsorship from Quicksilver, a surfwear clothing firm based in southern California. Team Honda's Rick Johnson has led the way in this field with sponsorship from Life's a Beach, another southern California clothing firm.

Dan Ashcraft (Yam) captured the overall win at the third round of the AMA National Championship Hare & Hound Series in Searchlight, Nevada, March 20. Second place went to defending National Champion Dan Smith (Hus), while Anthony Pasqualotto (ATK), Ted Hunnicutt (Kaw) and Grant Palenske (Kaw) rounded out the top five. Palenske finished first in the 250cc class and Brian Folks (Cag) topped the 125cc class by finishing 13th overall.

James Domay (Suz) was the Open class winner at round two of the WSMA Formula USA Series at Willow Springs International Raceway in Rosamond, California, March 20. Second place went to Peter Christensen (Kaw) with Carry Andrew (Suz) taking third. The Lightweight class win went to Andrew Leisner (Apr), while Rich Oliver (Yam) and Don Greene (Hon) filled out the top three.

The North Bay Motorcycle Club's Sawmill Enduro that was to have run in Upper Lake, California, on March 25, has been rescheduled to April 17. For information call 707/526-7699.

APPOINTED: Tadaomi Shigenoya, to position of president of U.S. Suzuki; Shigenoya succeeds Masaao Tani who will be returning to Japan to accept a new position at Suzuki's headquarters in Hamamatsu; Shigenoya has been with Suzuki for 27 years, 14 of which have been spent here in the U.S.; Shigenoya's most recent position was director, engineering division and his responsibilities included overseeing the technical service, racing, R&D, and quality, research and testing departments.

CORRECTION: An item in this section in our March 16 issue regarding the NATC Rider Support Fund mentioned Trials and Enduro News. We've since been informed that effective January 1, the name of the publication was changed to Trials Competition by the new owners, the Patrick family of Alabama. For more information, contact Trials Competition, 3505 Far Hill Rd., Birmingham, AL 35243, 205/967-3033.

Bimota of Italy has announced that they'll help promote Hard helmets, a new Italian fiberglass helmet. Davide Tardozzi, Italy's Formula One champ, and other Bimota riders will wear Hard helmets.

Progressive Suspension has announced the acquisition of the Richter Performance Systems line of products (except for mufflers and plastics). Progressive Suspension will manufacture the RPS line's mini-pumps, tire repair kits, bungee nuts, gauges and other motorcycle items. For more information, contact Progressive Suspension, 11129 G Ave., Hesperia, CA 92345, 619/948-4012.

O'Brien Racing of Salinas, California, will be selling AMA-legal ERC Racing Gasoline at both the April 16 Sacramento Mile and the May 22 San Jose Mile rounds of the AMA Grand National Championship Series. For more information, call 408/758-4905.

Geno Tichenor, 56, brother of Florida Yamaha dealer Ron Tichenor and uncle of Team Suzuki MXer Ronnie Tichenor, passed away on March 20 as a result of lung cancer. Geno, who resided in Seminole, Florida, assisted Ronnie throughout his amateur MX career.

In the March 16, 1988 issue of *Cycle News*, it was reported that John Ashmead won the AMA/Vance & Hines 600cc Supersport race at Daytona International Speedway with Gary Goodfellow finishing second, Doug Polen third and Paul Bray fourth. Sharp-eyed readers may have noticed that our report had "Unofficial results," results that were announced at the track and how the riders were honored in victory lane. The AMA's official results, however, showed Polen second, Bray third and Goodfellow fourth. A call to the AMA on Monday following the race gave no answers, but later in the week Roger Edmondson explained, "Goodfellow produced a photo from unknown sources taken just before the start/finish line that would seem to support his claim that he finished second. Unfortunately, we didn't have a photo to look at when we made the original call. We did not have agreement even between the officials at the time, and I think it is only fair to accept Goodfellow's position. Ironically, the $15,000 *Cycle News* Finish Line Camera was, according to Edmondson, "sitting in Westerville, Ohio because it was my understanding that we could use Daytona's camera. But it turned out that their camera was at a NASCAR race." Oh well, all's well that ends well.

A three-member appeal board met on Saturday, March 6 at Daytona International Speedway to hear the appeal of Carry Andrew and Team Hyper-Cycle, who were disputing a ruling made by AMA U.S. Endurance referee Darrell Dovel. The board, consisting of Phil Flack, Malcolm Tunstall and Roger Reiman, reviewed a one-lap penalty assessed to Andrew for unsafe riding. The penalty was levied when Andrew failed to negotiate the chicane on Daytona's back straight during a round of the EBC Brakes Endurance Challenge held at the speedway the preceding Sunday. The board heard testimony from Andrew and AMA officials before reaching their decision to let the penalty stand. The board charged that Andrew's actions created a safety hazard for the other competitors. The penalty of one lap dropped Hyper-Cycle from first to second place after the closest finish in AMA Endurance Racing history. Dutchman Racing was awarded the victory.

On March 14, ATV manufacturers Honda, Yamaha, Suzuki, Kawasaki and Polaris signed proposed final consent decrees (negotiated settlements) with the Consumer Product Safety Commission. The decrees prohibit the five ATV makers from marketing three-wheeled ATVs in the United States. Recognized opponents will have until March 28 to file objections to the proposed decrees, while ATV manufacturers and the CPSC will have until April 8 to file replies to objections. Oral arguments will be heard before Federal Judge Gerhard A. Gesell in U.S. District Court, Washington D.C., between 9:30 a.m. and 4:00 p.m. on April 18. The consent decrees will not be official until they are approved by the court.

CORRECTION: New England MXer Keith Johnson, who won the 500cc A class at the February 29 Daytona Amateur MX, rode a Team Green Kawasaki with sponsorship assistance from Boyesen and AXO Sport.

SOLD: Road Atlanta Raceway to Ardy A. Arani, a sports attorney and president of The Championship Group, a sports marketing, management and consulting firm; and Charles M. Sheron, a real estate developer with interests in land development, commercial ventures and residential projects; from Dallas-based Arthur and Alfred Leon on March 3, 1988.

Thompson

(Continued from page 2)

States — this year began promoting his all-new Super Crown of Stadium Motocross Series. The Super Crown series features top factory MX riders competing in stadium motorcycle races in southern California.

Although successful, Super Crown Series events were not AMA-sanctioned because an agreement between the AMA and a group of promoters, including another southern California promoter — former Mickey Thompson partner Mike Goodwin — gives Goodwin the exclusive right to promote Supercross races in southern California through 1989.

Thompson and Goodwin struggled for control of the southern California marketplace ever since their brief partnership ended with the filing of lawsuits in 1984, and Thompson finally wrenched control of the market away from Goodwin last year when Thompson gained exclusive rights to promote racing events in Anaheim Stadium and the Los Angeles Coliseum.

Two weeks before his death, Thompson was awarded $750,000 in damages from the partnership suits initiated in 1984 when the California Supreme Court refused to hear Goodwin's appeal, according to MTEG attorney Philip Bartenetti.

Although the numerous lawsuits involving Thompson and Goodwin have been bitter, authorities say they have found no connection between the suits and the murders, although they reportedly have questioned Goodwin.

In fact, deputies said Goodwin and his wife went into seclusion shortly after the slayings when they received death threats similar to those reportedly received by the Thompsons just before they were killed. •

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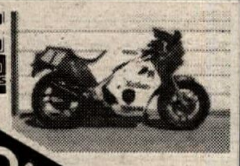

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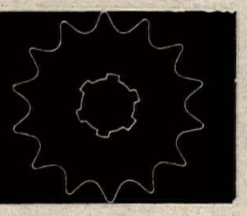

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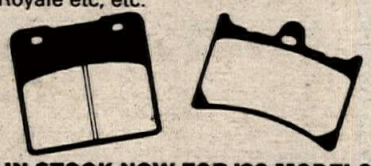

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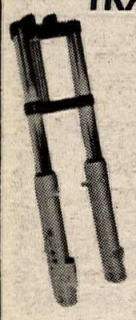

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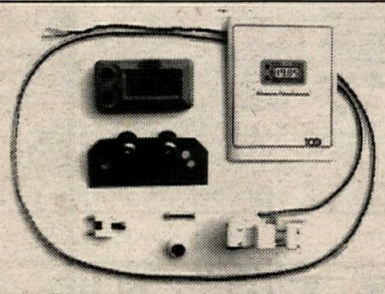

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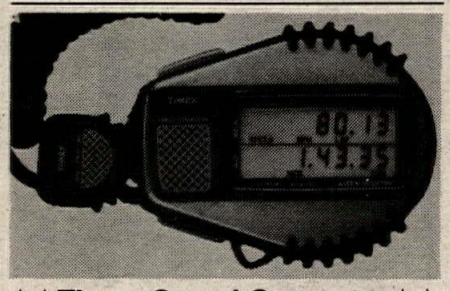

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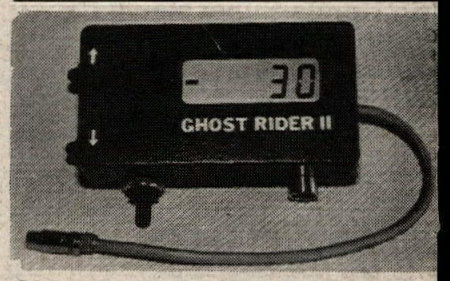

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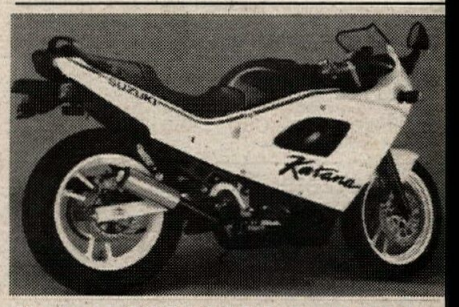

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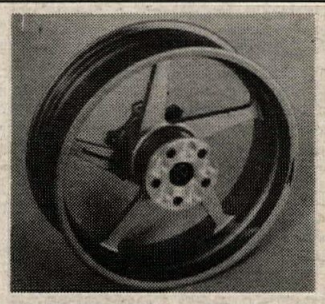

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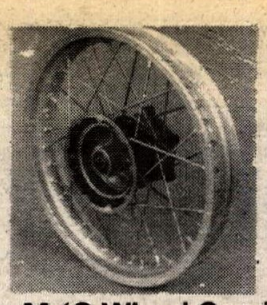

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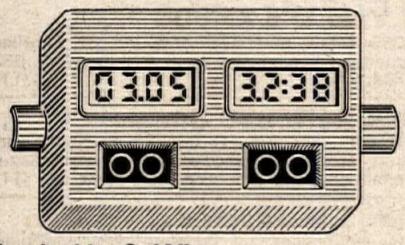

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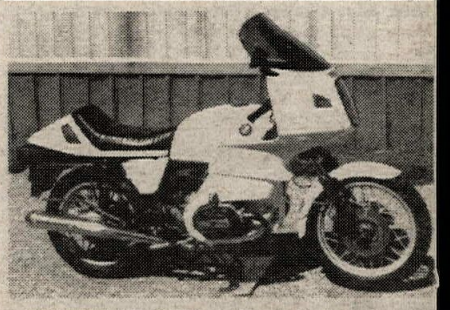

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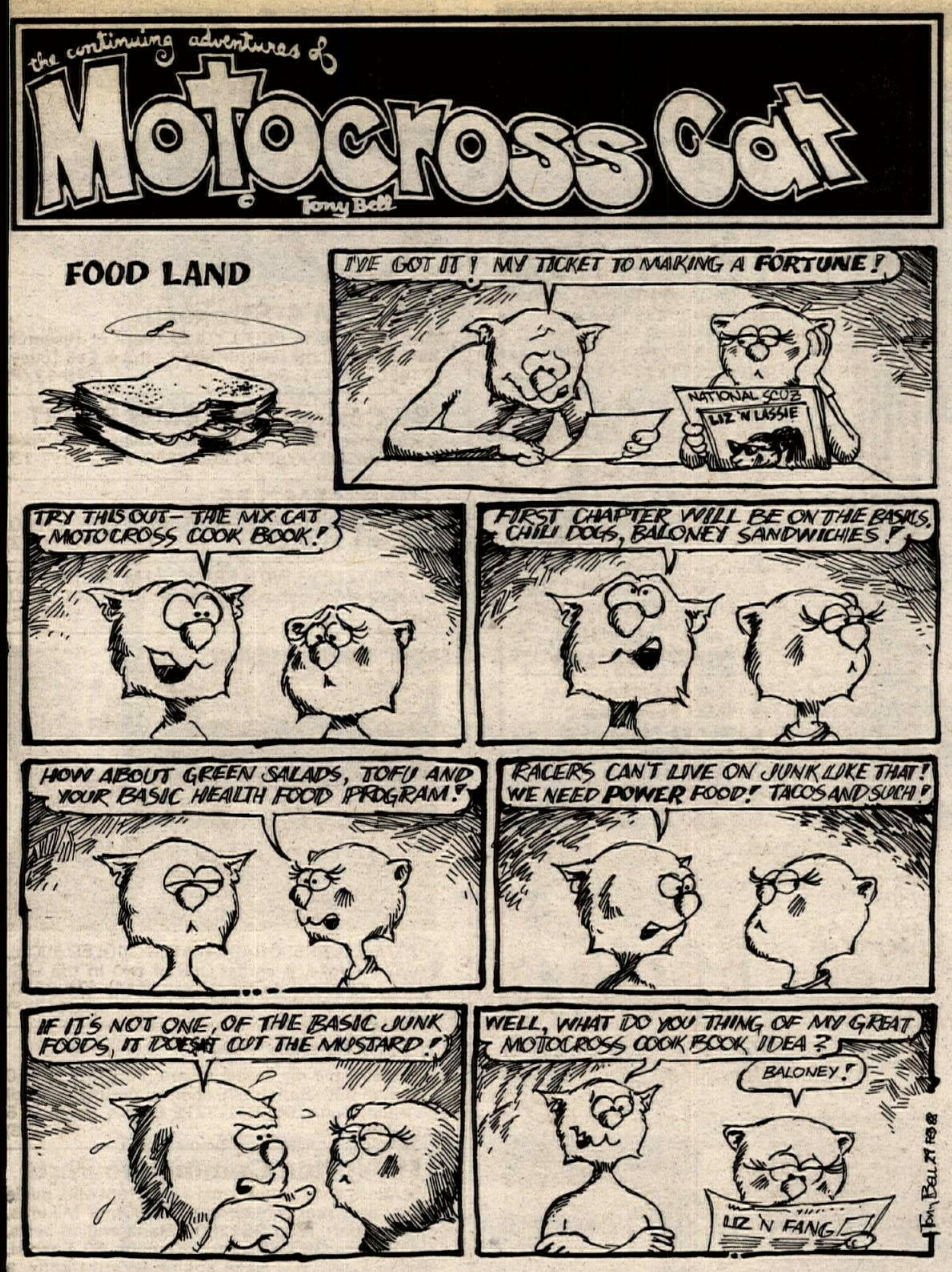

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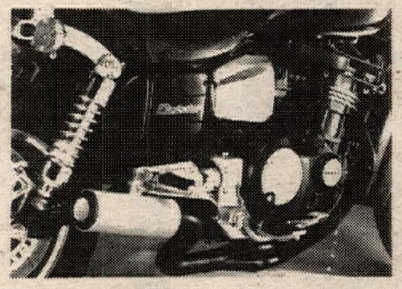

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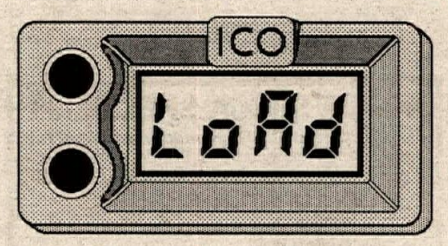

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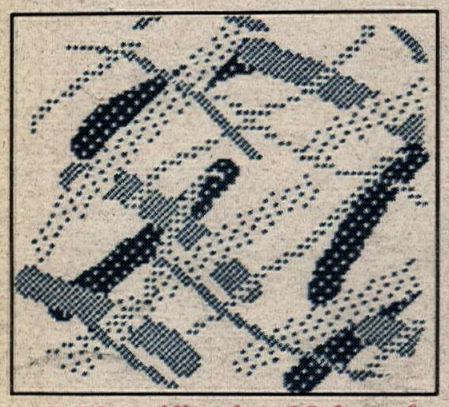

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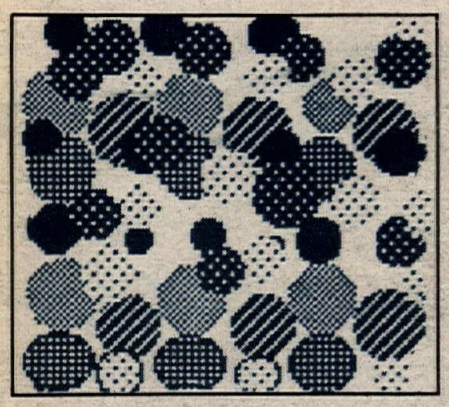

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